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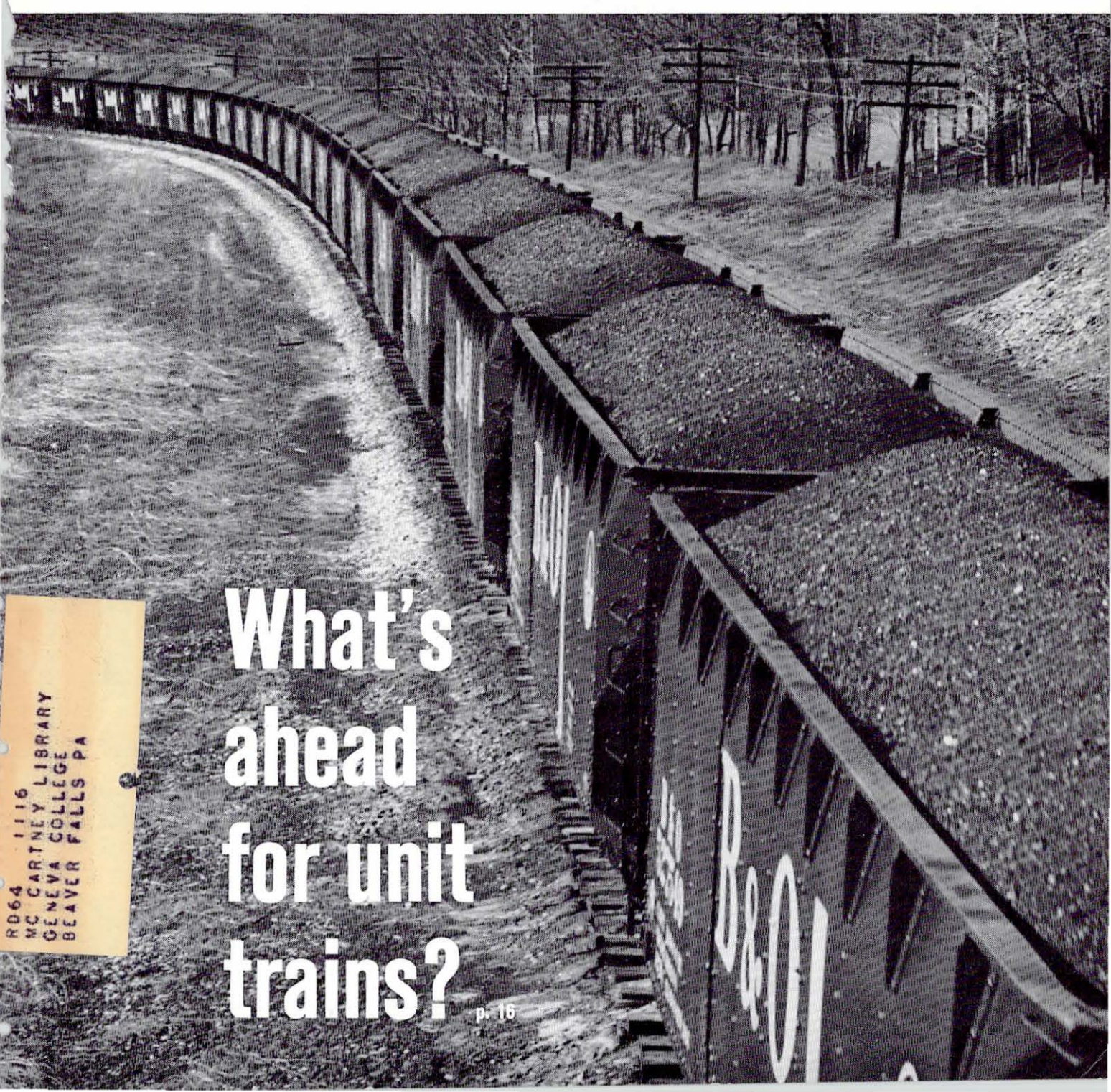
Better law enforcement, cheaper legitimate transport, can help stop **illegal trucking** . . . . . p. 32

April 20, 1964

RAILWAY AGE WEEKLY



What's ahead for unit trains?

p. 16

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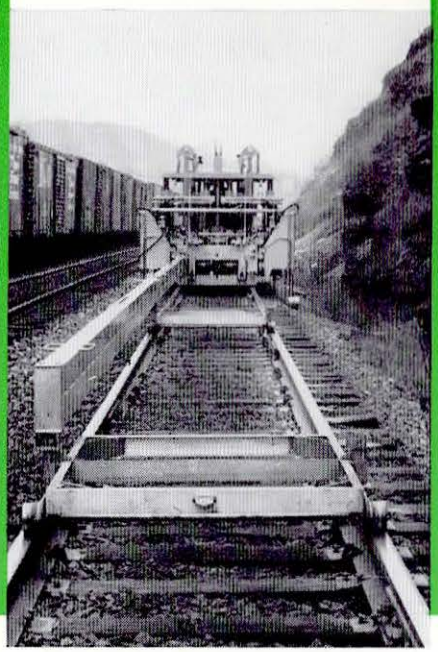

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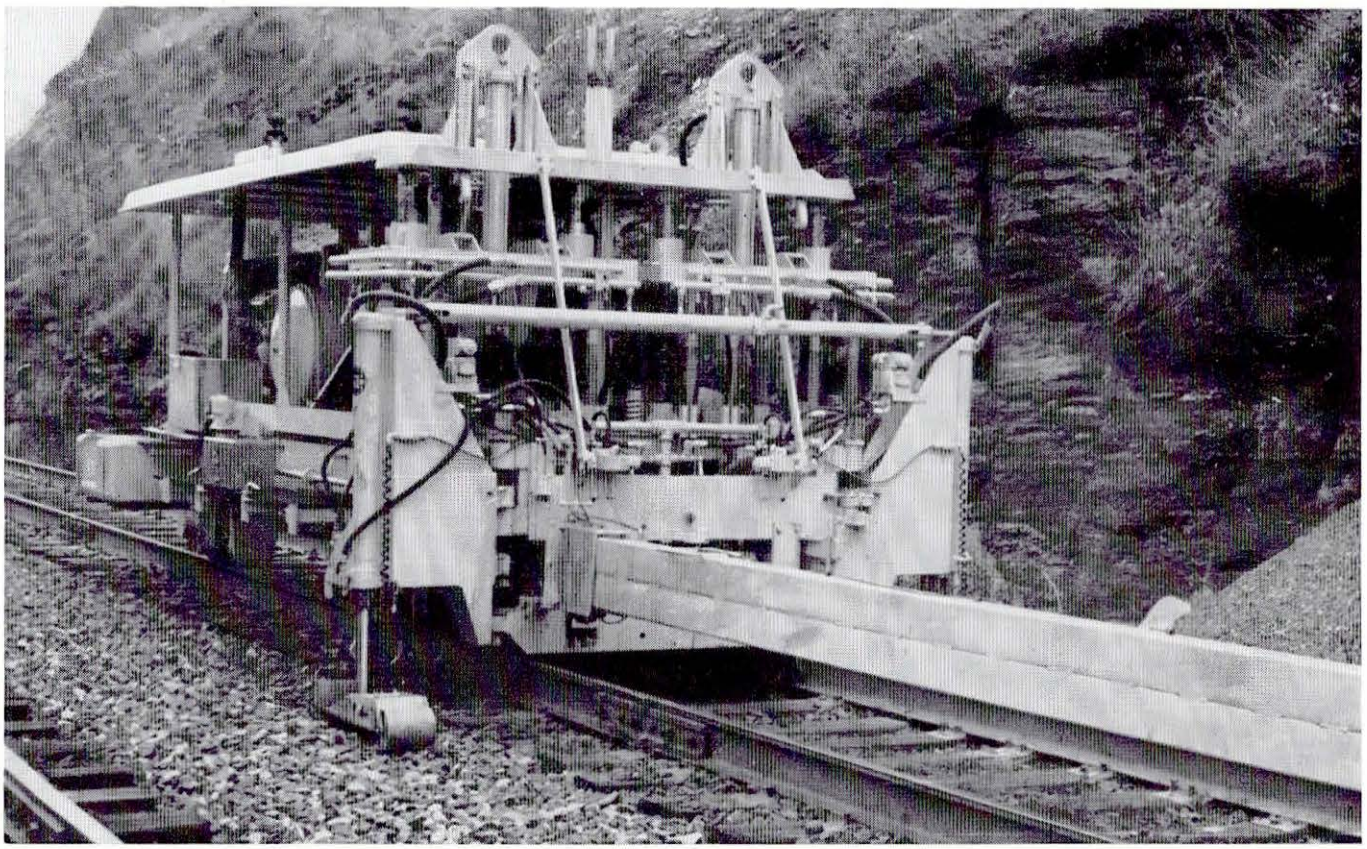

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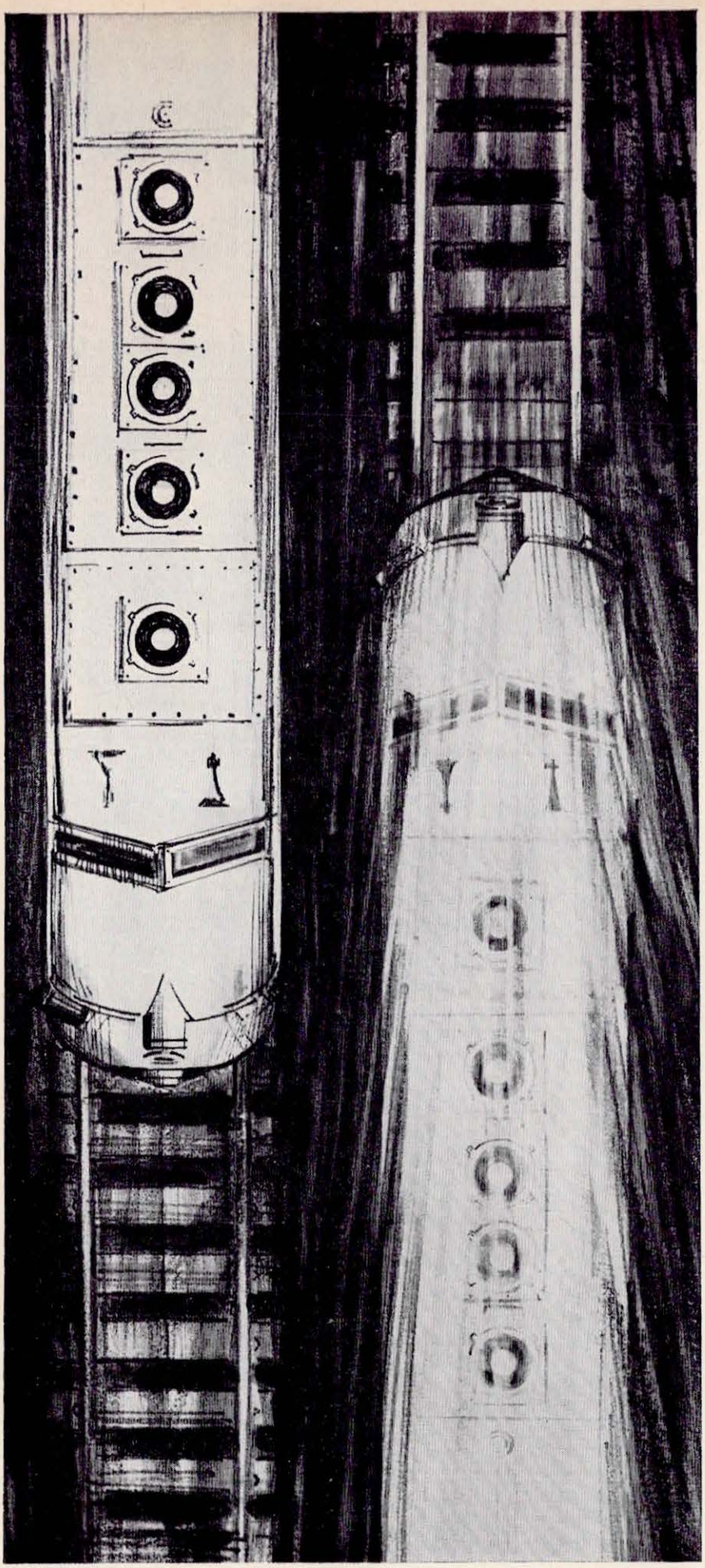

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RAILWAY AGE WEEK AT A GLANCE

April 20, 1964 • Vol. 156, No. 15

What's ahead for unit trains?

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H.R. 9903: the rails' big stake

P&LE President Barriger tells of the Harris Bill's uncertain future—and how this affects the railroads' potential p.36

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If industrial disputes can't be resolved by collective bargaining, courts are there to provide justice p.38

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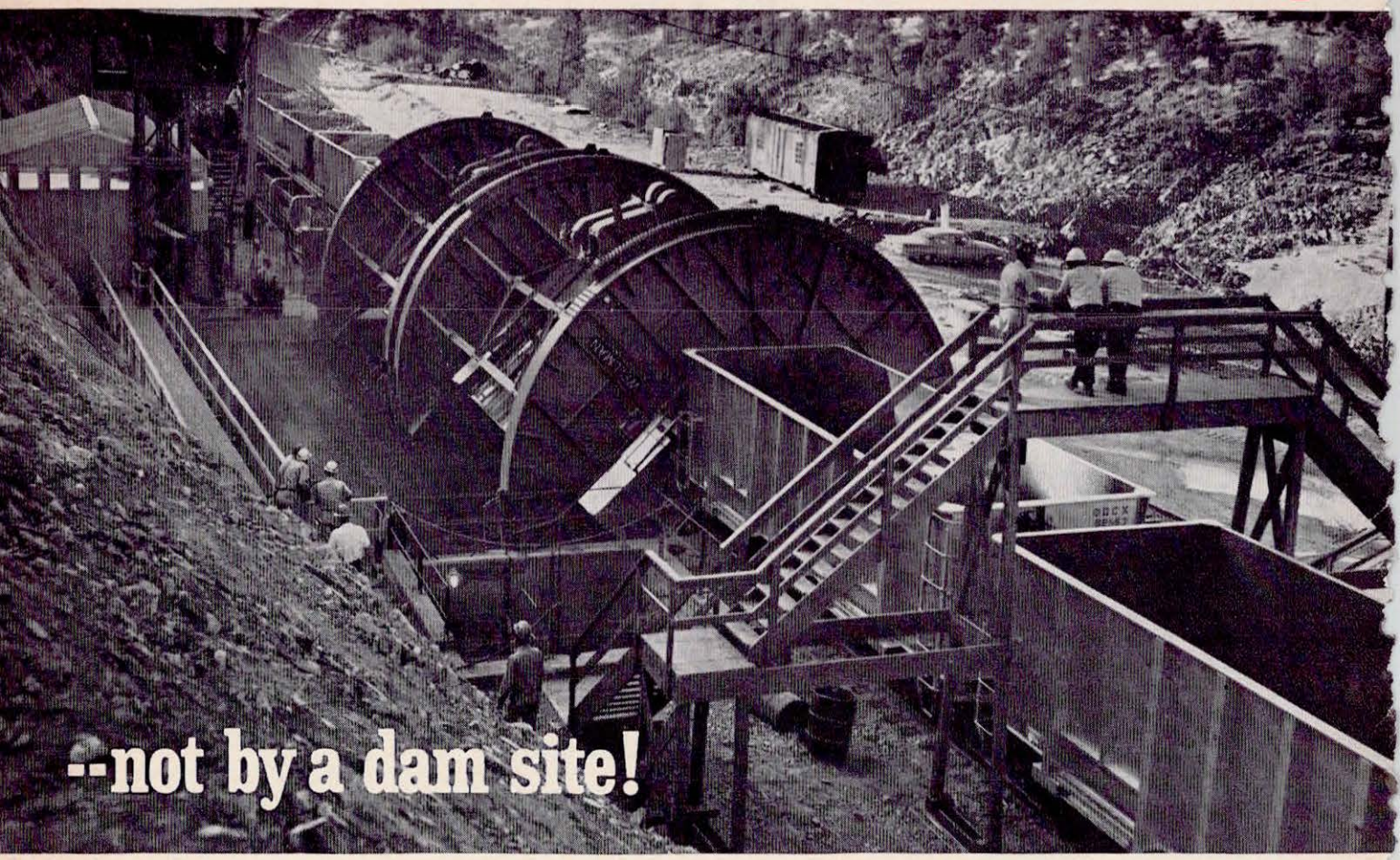
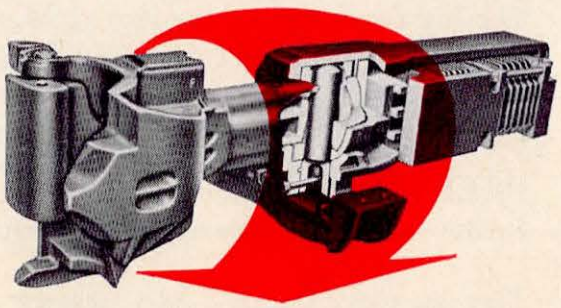
You can't beat NATIONAL ROTARY TYPE F COUPLERS



They help move mountains of earth faster, safer, more economically



Speed and efficiency of rail transportation just can't be equalled — not by a dam site — when it comes to moving mountains of earth. Take the Oroville Dam project, Feather River Canyon, California, for example. Over 165 million tons of earth and rock are being moved 7½ to 13 miles to form the world's highest dam embankment. High-side gondola cars, equipped with National Rotary F Couplers, are brought into a rotary dump station two at a time. *Dumping is fast, efficient, complete — without need for uncoupling or disconnecting lines.*

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SHORT AND SIGNIFICANT

N&W-Nickel Plate merger to be argued this week

The ICC will hear oral arguments this week on Examiner Lester R. Conley's proposed report recommending conditional approval of the N&W's merger plan. The plan contemplates N&W absorption of the Nickel Plate, lease of the Wabash and Pittsburgh & West Virginia, and acquisition of the Akron, Canton & Youngstown and the Pennsylvania's Sandusky line between Columbus and Sandusky, Ohio. Among conditions proposed by the examiner is one calling for divestiture by PRR of its interests in the railroads involved (RA, Nov. 25, 1963, p. 66).

●

Express terminal operations under scrutiny

The ICC has instituted a rule-making proceeding, Ex Parte No. 242, to investigate trucking operations by express companies in terminal areas. The probe came out of the Commission's "growing concern over the legal and operational problems arising in connection with transportation by motor vehicles in the performance of collection, delivery, and related terminal services by or for express companies."

●

Injunction postpones the ACL-SAL merger

The April 10 effective date for merger of the Seaboard with the Coast Line was cancelled when a federal judge granted a temporary restraining order delaying the consolidation until a 3-man court can hear motions from opponents. All parties to the suit have until June 1 to file briefs.

●

B&O claims success for new fare plan

Baltimore & Ohio's experimental "Red Circle" passenger fares (offering a 31% reduction on Mondays, Tuesdays and Wednesdays) went into effect April 13—and the public response was enthusiastic. Last Wednesday (third day the new fares were in effect) B&O's Washington-Chicago "Capitol Limited" was a sell-out in both directions. Prior to the bargain fares, the train was running at about 50% capacity. Where was the additional business coming from? Said a B&O spokesman: "There is a significant indication that people who have been in the habit of flying both ways are now taking advantage of the fare reduction to travel one way by train and one way by air."

●

Employment dips again

Class I railroads in mid-March had 660,488 employees on their payrolls—down 0.16% from the preceding month and 0.91% below the year-ago figure. Employment now breaks down as follows: executives, officials and staff assistants, 14,613; professional, clerical and general, 138,160; maintenance of way and structures, 92,127; maintenance of equipment and stores, 155,376; transportation (other than train, engine and yard), 68,776; transportation (yardmasters, switchtenders, and hostlers), 10,035; transportation (train and engine service), 181,401.

●

Exploding technology vs human resistance

Today's exploding technology must be balanced against the "human resistance equation" if railroads are to survive and grow, says Chesapeake & Ohio Vice President Owen Clarke. He told a Cleveland conference of electrical and mechanical engineers last week: "The extent to which the fruits of technological improvement can be enjoyed will depend on how well the human relations problems are handled. . . . Technological advance is a public blessing. Our task is to make sure it is not a private curse."

MONDAY MORNING REPORT

Work rules: Do the ops want force applied?

Last week was a week for rumor. This week must be the time for fact, if a climaxing crisis in the work-rules dispute is to be avoided. Both railroads and the operating brotherhoods, in the first round of White House talks, pledged—as they have before—to continue to try to reach a settlement. But there were indications—as there have been before—that at least some of the ops may still prefer an enforced agreement.

'Unreasonable' demands

Union spokesmen deny this. But once before—on the fireman-off and crew-consist issues—the final pressure was applied from the outside, from Congress. Court appeals notwithstanding, the ops took the blow rather quietly. Some observers are convinced that—for reasons mainly related to internal maneuverings—the ops would again choose imposed settlement over voluntary concession. On the other hand, a spokesman for one of the brotherhoods says the unions "have every hope" that new legislation will not be necessary.

One union observer expressed a cautious belief that the membership could be satisfied with some gains, something short of a total loss, as a result of the showdown bargaining. This, however, doesn't jibe with reports that the ops are still sticking to what are regarded as unreasonable demands.

Carriers are united—but ops are split

A large part of the difficulty may well stem from increasing rivalry among the ops themselves. The carriers—as represented by National Railway Labor Conference negotiators and the nine top executives who function as the NRLC board—are described as more strongly united than ever before. The unions can't make the same claim. The Engineers are going all-out to pull in members from the Firemen, the Firemen are making a plea for consolidation which the BLE is resisting, the three train-service organizations are stepping up representation rivalry. None of these factors could be expected to produce harmony in bargaining—and each may be contributing to failures of the unions to agree among themselves, even now.

The mediators' role

Some union opinion holds that the skill of two veteran mediators—Theodore W. Kheel and George W. Taylor—may hold the key to settlement. Other sources are less confident—on the theory that a dispute four years a-building poses a tremendous challenge, even under conditions of desperation bargaining.

Growing pressure from the LBJ 'steamroller'

Both sides are under strong pressures. They have been since President Johnson corralled top management and union officers and convinced each side to call off, temporarily, programs each was determined to push to the utmost. The President, most observers agree, would cop a major personal victory by overseeing settlement of a dispute that was a recurring plague on the house of two former Presidents. After Mr. Johnson persuaded the unions to suspend their strike against Illinois Central (and the carriers to pull down their rules changes), one union leader described his reaction this way: "It was like being run over by a polite steamroller." There's a growing feeling, as the talks drag, that next time it may not be so polite.

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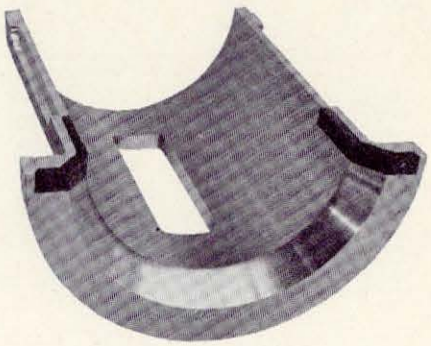

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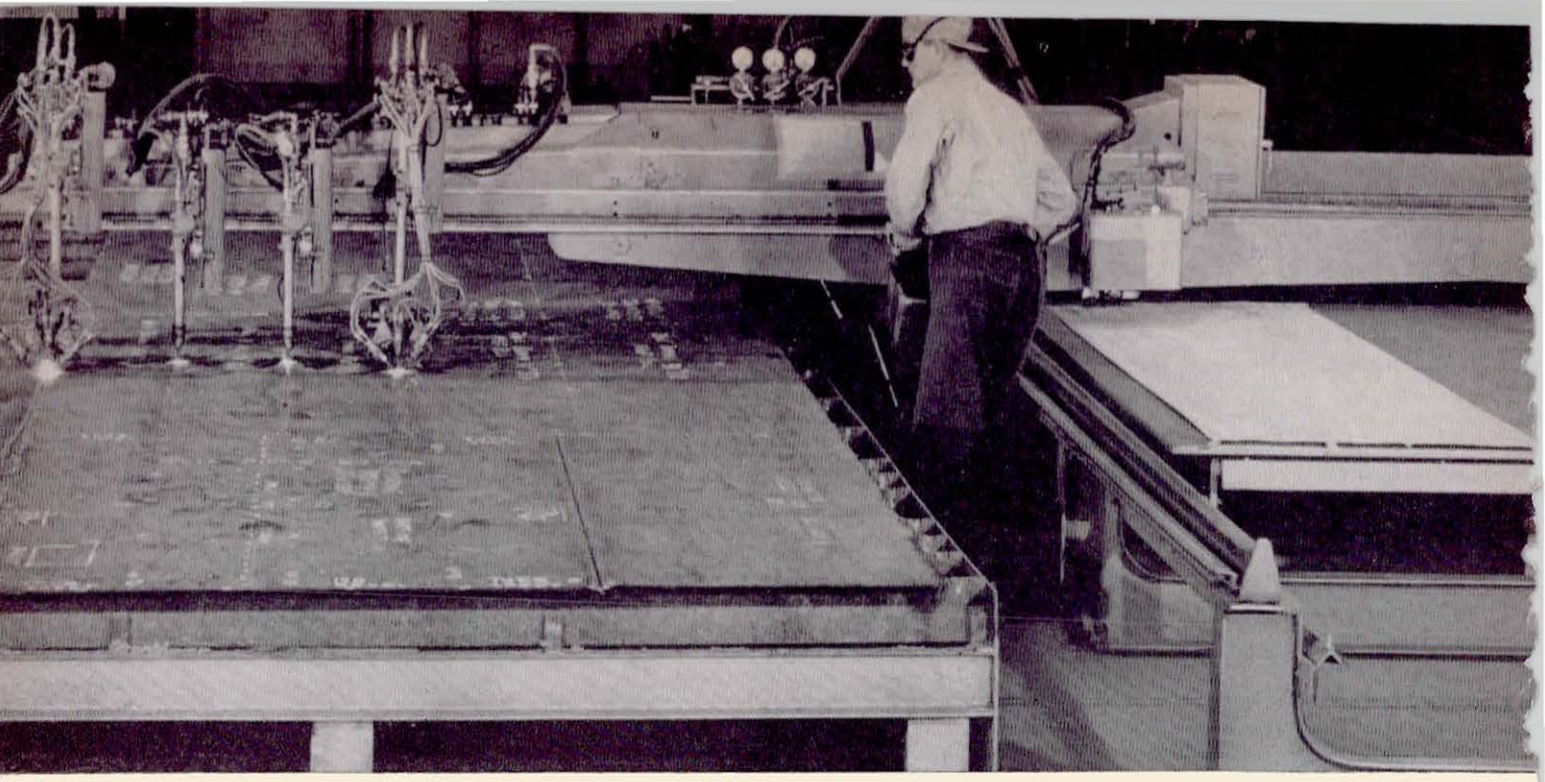

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LBJ wants early decision

The target date for ops and carriers to settle their differences was moved up when President Johnson asked for a decision by April 20. Both sides' tactics depend on presenting a united front—and there have been signs of discord in the ops' camp.

Almost within earshot of President Johnson, top railroad and union negotiators last week fought to make their pull-back from crisis a permanent one.

Each side vowed its determination to try for peaceful agreement—but each side still tended to regard the other's dedication with some doubt. There was little progress to report, through the initial series of talks.

● **Deadline: April 25.** Theoretical deadline for settlement is April 25—but President Johnson is making it clear he wants to know well before that date in the event the parties can't break their deadlock. After a meeting with management and union representatives and mediators last Wednesday, he issued a statement which started with a note of optimism and wound up with what appeared to be a veiled warning.

Though no settlement had been reached, Mr. Johnson said, he is convinced that both sides "are trying their dead level best to reach agreement. . . . They have narrowed the area of difference on some of the issues."

● **The big problem.** Then the President added the warning: "The principle question is whether these bargainers can, in 15 days, get over four years of the idea of somebody else settling their disagreements for them. I hope they can. I think they can. Intensive mediation will continue, and I have asked for a definitive report to me by this weekend [April 18-19]. We should know definitely, not later than next Monday [April 20], whether the parties to this dispute will settle it by the process of bargaining and by responsible reason. The country expects that answer to be 'Yes'."

● **Statement stands.** There was no elaboration on the statement, no firm indication as to whether the Administration plans to go after a legislative solution in the event April 20 comes and goes and the talks are still in a stalemate.

(Last August, when the whole rules dispute became white hot, at least four possible courses were considered. President Kennedy proposed that the ICC be brought into the picture; railroads backed arbitration of all issues; the Brotherhoods sought continued negotiation under the eye of a Congressional watchdog group; and Congress finally voted to send the fireman-off and crew-consist issues to arbitration and remand the other disputed points to further bargaining.)

● **Expected comment.** President Johnson's comment of April 15 produced cautious reaction. One management source saw a certain hopeful note in the reference to a narrowing of differences. A union spokesman called the statement "about what we would expect" under the circumstances.

There were no indications of the specific areas in which the mediators

'Summit' strike talks: Mediators conferring with President Johnson (far right) at the White House are (from left) Secretary of Labor Willard Wirtz, George Taylor of the Wharton School of Economics, and New York lawyer Theodore Kheel.

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **RAILROAD STRIKE THREATS,** like that posed for 12:01 a.m. April 10, put Washington correspondents on what they call a "death watch." If they are faced with deadlines, as Railway Age was April 9, they get the latest information only by spending long hours outside closed doors of offices in the Department of Labor or White House. Behind those doors are government officials, sometimes including the President, who are meeting with management and labor representatives in last-ditch undertakings to avert threatened strikes—either by mediating a settlement of the controversy, or by getting the hour of the walkout postponed. That's the procedure out of which came President Johnson's announcement of the 15-day reprieve that is now running its course.

THE "DEATH WATCH" went on more or less continuously for more than 24 hours. There were respites, of course, but the wait for the break extended generally from 8:00 p.m. April 8 until about 10:45 p.m. April 9. That was from the time Secretary of Labor Willard Wirtz and Chairman Francis A. O'Neill, Jr., of the National Mediation Board, began meeting with the labor and management representatives until the reprieve agreement was reached at the White House. But the long vigil was not without its amusing interludes.

THOSE INTERLUDES were topped by leaks of the news before the White House could carry out its official-announcement plans. The government mediators took the deadlocked management and labor representatives to the White House on April 9 for a 5:45 p.m. meeting with President Johnson. As reporters on the "death watch" were waiting for the announcement expected to come out of this meeting, a woman reporter returned from covering a talk which the President had made to a group he met in another part of the White House.

THE PRESIDENT, she announced, had said over there that he was about to meet with "railroad titans" and "railroad workers" to ask for a 20-day suspension of the IC strike and a like postponement of the rules changes. This news went out on the press, radio and television wires immediately—more than a half-hour before it was officially announced by the White House press secretary, George Reedy, following the President's meeting with the railroaders.

THE PRESIDENT himself was scooped later on in the evening. In preparing for his television announcement of the 15-day reprieve, a teleprompter from which he was to read his statement was carried into the room. Clearly visible on it was the announcement's key sentence—"Both sides have agreed to postpone any action." Wire-service reporters dashed from the room, putting this on the wire several minutes before the President read it. A wag among the other reporters suggested that here was "television's finest hour," marking "the first time it has been of use to anyone."

SO, there was some comic relief from the tedium of the long wait. Moreover, we got our picture in the paper. In a photograph which spotlighted negotiators and mediators at a bargaining table in the Department of Labor, we were among what the caption called "tired reporters in the background."

reported this narrowing of differences. But such a development—if carried on to agreement—might lead to a break.

• **No progress: then what?** The most important factor, immediately, seemed to be the report-by-Monday warning. If it's a "no progress" situation by then, the Administration would have about five days to figure a next move before a resumption of the Illinois Central strike which touched off the crisis April 8. As matters stand now IC would in effect be struck automatically at the end of the 15-day suspension period to which the unions agreed reluctantly April 9 in a White House meeting with the President and carrier representatives. An IC strike, however, would undoubtedly trigger the posting of rules-change notices—as it did the first time—and a nationwide strike would follow.

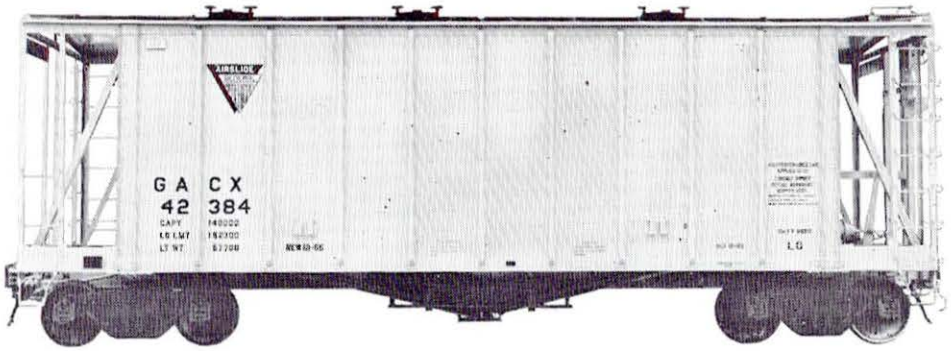
Under such circumstances, a try for strike-stopping legislation would seem almost inevitable.

• **Defeat for the ops?** In assessing the effects of President Johnson's personal intervention—and his success in budging both ops and carriers out of entrenched positions—it's difficult to regard the sequence of events as anything but a defeat for the unions. Their objective, their main hope for victory, obviously, was to pick off one carrier at a time. Stymied on two roads by restraining orders, the brotherhoods succeeded on IC—principally because they gave no notice of intent to walk out.

But the IC strike led to posting of rules notices nationwide—as the ops had been told such a strike would. And the organizations may have placed themselves in a box from which there was no attractive escape route.

• **Leaders under fire.** As for the current Washington talks, observers do not seem optimistic about the ops' chances. They were forced to back away from their selective-strike policy. They seem to be under the heavier pressure in bargaining. And brotherhood leaders themselves are reportedly under fire, to an extent, from the rank and file. Some considerable number of union members—judging from letters and wires to union headquarters—would have been substantially more militant in dealing with President Johnson's strike-delay request than were the union chiefs.

This unrest in the ranks is another factor leading some observers to believe that brotherhood leadership may, in the end, take the calculated risk of an imposed settlement rather than make concessions which could be regarded by the members as a sign of weakness at the top. ■



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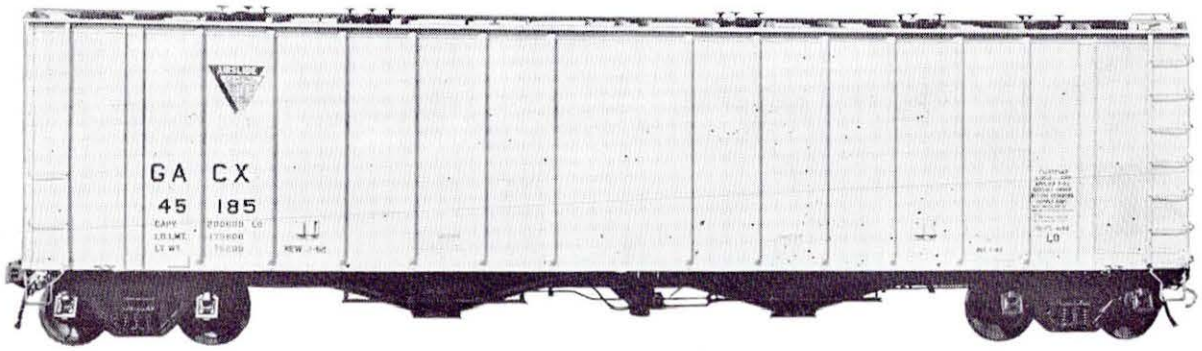

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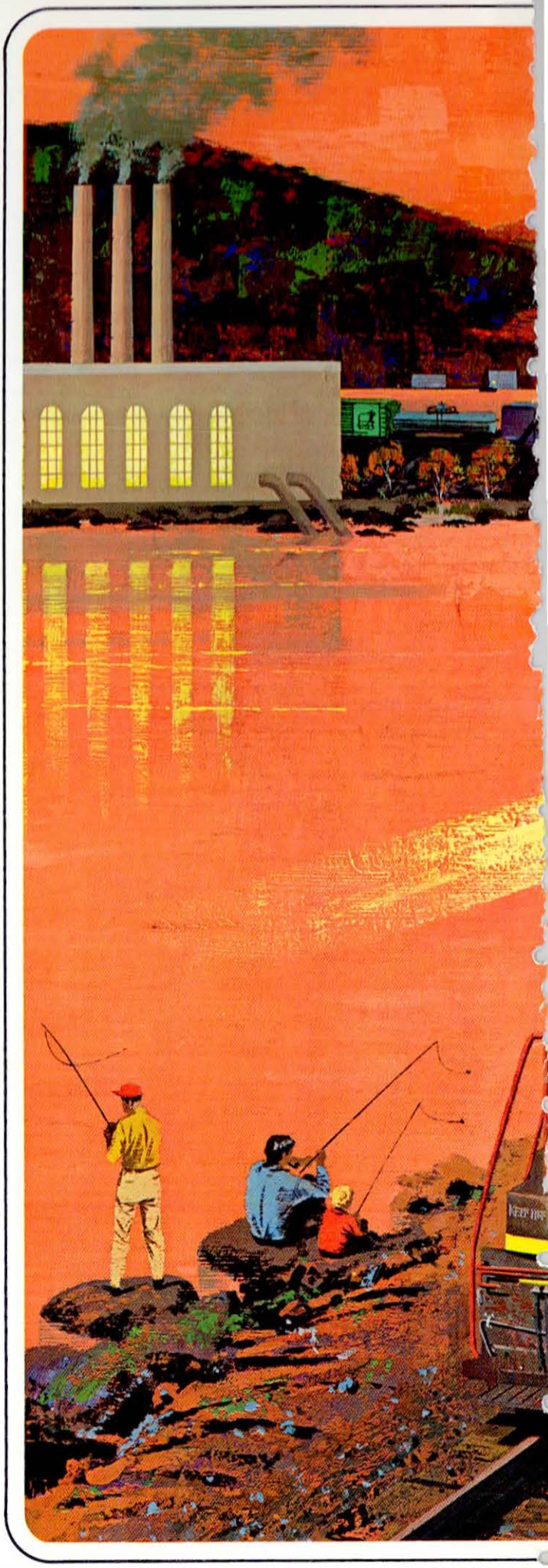

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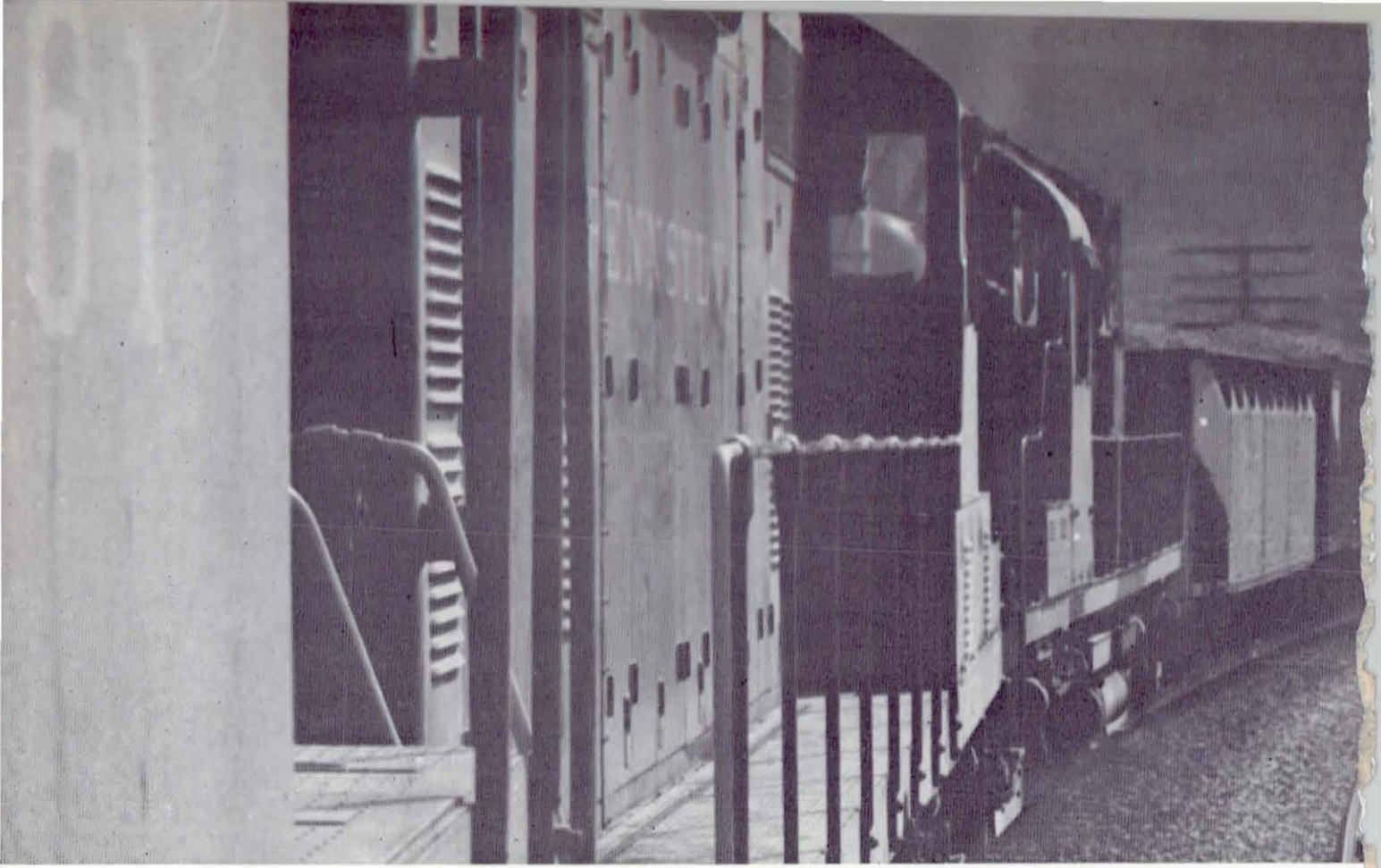


Unit-train operations on Pennsylvania's four-track main line—on a railroad which is moving an average of 160 unitized trains per month

What's ahead for unit trains?

A half-dozen major new applications of the unit-train principle are already in the works. The concept will most likely be applied to hauling a steadily increasing list of commodities, including such things as iron ore, cement, chemicals and petroleum products.

Coal made the unit train click. But coal is only a starter—and railroads, east and west, are about to prove it.

Sharp traffic and operating men today are running the wheels off their hopper cars—and working on proposals that could make the unitized-train concept pay off bigger than any recent rate-service change railroads have made.

Unitized trains have already put coal on a more even keel in challenging dumped residual oil as a fuel for electric-utility generating plants. Unitized trains have helped kill off one coal-slurry pipeline, and they've put a huge dent into plans to build others. Unitized trains have made electric utilities take a long, hard second look at the economics of mine-mouth generating plants and (even in this so-called space age) of atomic power plants.

● **New developments coming.** This year and next will see a half-dozen major new applications of the unit-train principle. Perhaps even more important, 1964-65 should also see the concept applied to other commodities —among them iron ore, cement, chemicals, petroleum products and grain (beyond the wheat-train experiment conducted this past winter).

What's the potential in unit trains? It's unlimited, some say. Certain conditions must be met: high-volume movement of a bulk commodity, fast loading and unloading, frequent and predictable shipping schedules, one origin and one destination (or a reasonable facsimile).

● **Proof positive.** The unit-train explosion in the coal and electric-utility industries proves that railroads, shippers and receivers can meet these conditions. Market-research experts are confident the same skills can be brought to bear elsewhere. One researcher, in fact, is already eyeing the unit-train concept as the torpedo that finally exposes, once and for all (albeit belatedly), the economic fallacies connected with the building of the St. Lawrence Seaway.

By any standard, the unit-train record to date is impressive—but the next few months may make everything to date as obsolete as a 2-8-4 steam locomotive in the age of EMD, Alco

for a total of about 13 million tons of coal per year hauled in such operations.

and GE. In the what's-coming department:

● Within a few months, the Pennsylvania and a utility—Pennsylvania Power & Light—will start what PRR regards as the first genuine (by purist definition) unit-train operation, with 100-ton hopper cars owned by PP&L and moved by PRR in shuttle service between two mines and two power plants.

● Late this year and early in '65, Commonwealth Edison will put the concept to work in the Midwest, with at least three roads—New York Central, Chicago & North Western and Gulf, Mobile & Ohio—participating in moves to three power plants. New cars, owned by the utility, will be used in the NYC and GM&O operations.

● Other Midwestern roads are jumping quickly into what, to date, has largely been an eastern-road proposition. Burlington, now testing fast-unloading 100-ton equipment, has a unit-train move set between southern Illinois and a generating plant in Missouri. Milwaukee has a similar move tied down in Indiana. And, moving away from coal traffic, Northern Pacific has assigned 120 100-ton covered hopper cars to hauling a phosphate-rock concentrate between a mine-mill in Montana and a final-processing plant in British Columbia.

● Detroit Edison is set for unitized-train operations—with traffic benefits to most of the carriers with lines linking coal fields with the Motor City.

● Louisville & Nashville, set to serve the giant (900,000 kw) TVA plant now under construction at Bull Run, Tenn., is working with General Electric on a device to provide automatic opening and closing of hopper doors. The unit has been tested successfully, in an experimental installation. Six will be installed at Bull Run —and they'll provide the nearest thing to coal-dumping-in-motion now available.

● Several roads are looking ahead to the true integral train—looking ahead to the day when the net-tons figure rises above 15,000 and keeps climbing. One experiment involves operation of slave locomotive units without complex electronic or radio controls. Thus far, it looks good—for application when the time comes.

In many ways, the unit-train concept has caught on far faster than did the other two post-war revolutions in railroading—dieselization and piggyback. In the beginning, the approach contemplated use of special, new equipment. But, as one road after another has found out, a unitized train can be run with existing cars—and the 80- and 100-ton equipment can be acquired later. Meantime, with fast loading and unloading and better car utilization and reduced rates, there's business to be had and tonnage to be moved.

● **Unit trains: Why?** Competition was the reason for the unit train. But it wasn't a case (as was piggyback) of meeting or beating just one principal competitor. Eastern railroads had the pipeline threat, the dumping of residual oil, the utilities' venture into mine-mouth generating stations (three are in the works). Southeastern lines, particularly L&N, had tough barge competition. Midwestern roads had a combination—including trucks, in at least one case.

Consolidation Coal Company's pipeline in Ohio, probably, was one of the biggest single factors in putting railroads back into the coal business, big. There were reports, from time to time, that the slurry line wasn't working as it was hoped it would. But it was there, it was moving coal—and, with the proof of technology it provides, it served as a springboard for proposals to build another line from West Virginia into the Northeast.

Eastern roads fought the project politically. But they knew that political opposition was, at best, a holding action. With such individuals as B&O President Jervis Langdon, Jr., in the lead, eastern carriers moved to beat the

pipeline the only way it could be finally beaten—economically.

● **The PRR-PP&L story.** There's no better evidence of railroad economic capability, perhaps, than the planned PRR-PP&L operation.

Trial runs for PP&L began almost two years ago. Since then, both utility and railroad have been moving steadily toward a maximum-efficiency, minimum-cost operation. First big step was the filing of reduced trainload rates on coal. That came in early 1963, and provided a cut of $1.50 per ton on coal moving in 7,000-ton trains from not more than two mines. Then, late in '63, PP&L took the second major step—placement of orders with Bethlehem Steel for 74 100-ton hopper cars to be used in unit-train service between mines at Tunnelton and Osceola Mills, Pa., and power plants at Brunner Island and Martins Creek, Pa. PRR, for its part, responded with a new tariff, to apply when the PP&L cars go into service. The savings: 30 cents from present trainload rates, Tunnelton-Martins Creek; and 25 cents, Tunnelton-Brunner Island.

For PP&L, the benefits have been substantial. Since trainload rates became effective a year ago, almost all coal moving to the two generating stations has moved in trainload quantities. PP&L saved more than $2 million in transportation costs. With the still-lower unit-train rates in effect, the utility figures its costs will be cut by another $150,000 per year, after interest, depreciation and maintenance on its cars.

● **Loading in motion.** Here's how the operation will work: Trains, powered by four diesel units, will be loaded in motion at the mines—at a speed of ⅛ mph. Present plans call for a three-round-trip shuttle every week—Tunnelton to Martins Creek, Tunnelton to Brunner Island and Osceola Mills to Brunner Island. With specialized loading facilities at the mines and fast-unloading equipment at the power plants, PP&L is counting on a four-hour loading cycle and an eight-hour unloading operation. On this scheduling basis, the unit train will run 1,530 miles per week, about 70,000 miles in a year. Over a year's time, it will haul approximately 1 million tons of coal.

One strong indication of PP&L's enthusiasm for the unit-train concept is the almost $3.5 million the company is spending to put the train to work. The cars themselves cost about $1 million; installation of new coal-handling facilities at the two power plants will run more than $1.5 million at Martins Creek, more than $800,000 at Brunner Island. In each case, unloading will be by rotary car dumper.

PP&L cars are based on the AAR alternate standard design, with sides built up to slightly over 12 feet to produce 100-ton capacity. Cars will be equipped with roller-bearing trucks; quick-release brakes, and 38-inch, two-wear, heat-treated wheels. They're being built of Mayari-R steel and won't be painted. They'll roll out of Bethlehem's shops a steel color, which will oxidize to a deep brown.

● **CE set for '64 start.** The second utility to take the plunge for its own unit-train equipment—Commonwealth Edison in Chicago—won't match PP&L's speed in getting operations started. But, before the end of 1964, the utility expects to have one part of the program running, from a mine in the Belleville, Ill., area to a generating station at Joliet, via Gulf, Mobile & Ohio.

Eventually, Commonwealth Edison will have three trains in operation—two on GM&O to Joliet and one on New York Central, between a mine near Lynnville, Ind., to a plant at Hammond, Ind. In addition, the utility will be getting coal at its Waukegan, Ill., station in unitized-train fashion via Chicago & North Western—but it's planned that this move will utilize existing equipment.

Commonwealth's own cars will be 100-ton solid-bottom gondolas, equipped with roller-bearing trucks and rotary couplers. They'll cost about $5 million, and will be built by Thrall Car.

The utility has 378 cars on order—to be used as two 126-car trains on GM&O and one 100-car train on NYC (with 26 cars as spares). The GM&O operation will move about 4 million tons of coal per year; NYC's train will haul more than 1.5 million tons.

Rates, according to the utility, will produce savings of $6 million annually. At present, the combination rail-barge rate, Belleville-Joliet, is $2.56 per ton. The all-rail rate is $3.17. GM&O will move the unit trains at a $1.30-per-ton rate. Similar savings will be provided by NYC—from the present $3.07 per ton to $1.45.

● **'Unequalled in history.'** What will the operation mean to the participating railroads? To GM&O it will mean revenues of $50 million, averaging $5 million annually over the initial 10-year period of operation. Trains will run 351 days a year, shuttling 600 miles every 48 hours between mine and generating station. As GM&O President Glen P. Brock puts it, "The intensity of the movement and the duration of the haul are unequalled in railroad history."

For sheer intensity of over-all trainload volume, however, nobody now seems to be surpassing B&O and

How to unload 600 tons of coal a minute

When the Tennessee Valley Authority generating station at Bull Run, Tenn., goes into service, Louisville & Nashville will be supplying the coal—and fast unloading will be guaranteed with use of a device developed by General Electric at the railroad's request.

L&N, which has 50 100-ton hopper cars equipped with electrically operated doors, has tested the device at another TVA plant at Widow's Creek, Tenn. It's scheduled to go into permanent service, however, at the new TVA facility.

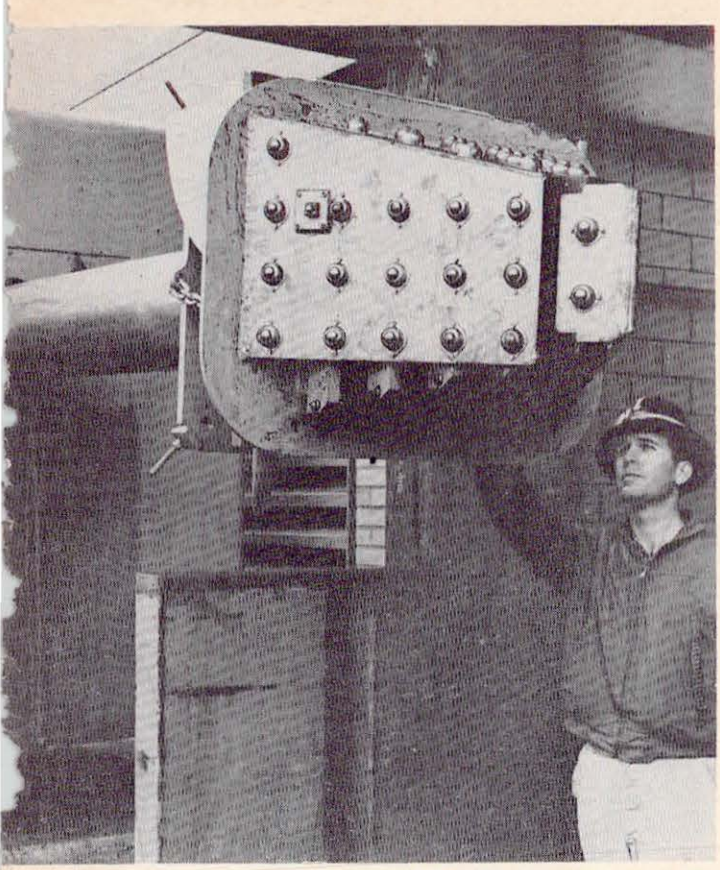
Plans are to use six of these devices so that six cars can be unloaded simultaneously into six bins. At each bin the hydraulically operated device will make contact with the cars. Units will be controlled by an operator who will press one button to activate all six. A ram will move out toward a cone-shaped receptacle mounted on each car. Each ram has a leeway of 18 inches right or left, and three to four inches up or down, so the car need not be spotted exactly for contact to be made.

The ram centers itself easily because of the ball bearings on the ram surface. Another smaller arm within the ram then moves forward an additional six to eight inches to make direct contact with three bus bars at the back of the receptacle on the car. This whole operation requires 12 seconds.

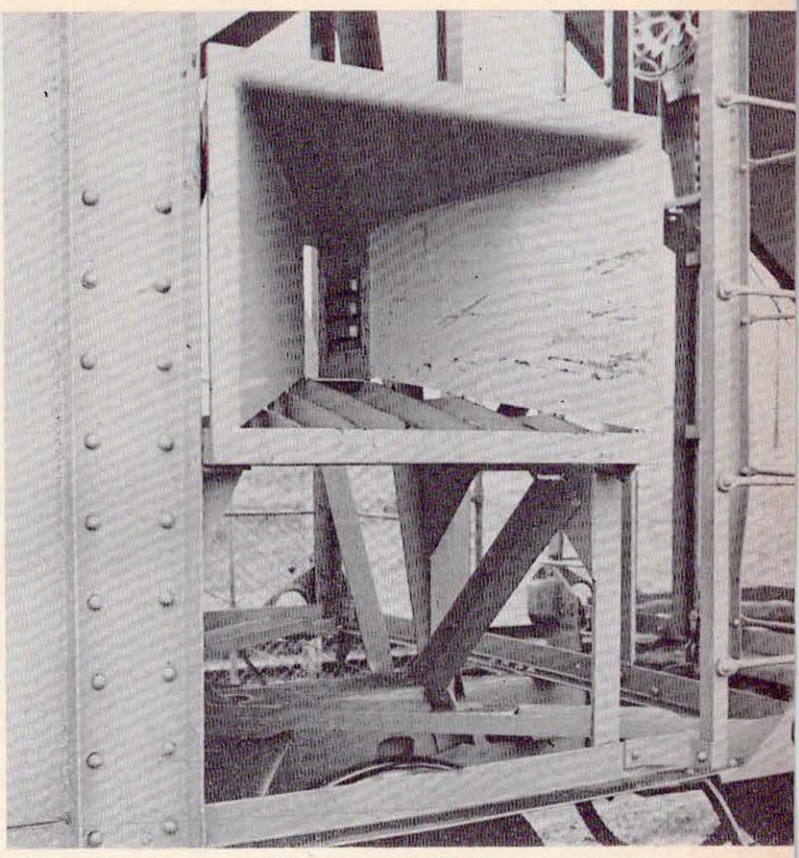
Everything that follows is automatic. Current activates the 10-hp motors of each car, opening all the doors in seven seconds. The coal unloads in 17 seconds without a car shaker.

With unloading complete including closing of the doors, the rams are withdrawn—another 12 seconds. Total time required to unload the six cars (600 tons of coal) is just under one minute.

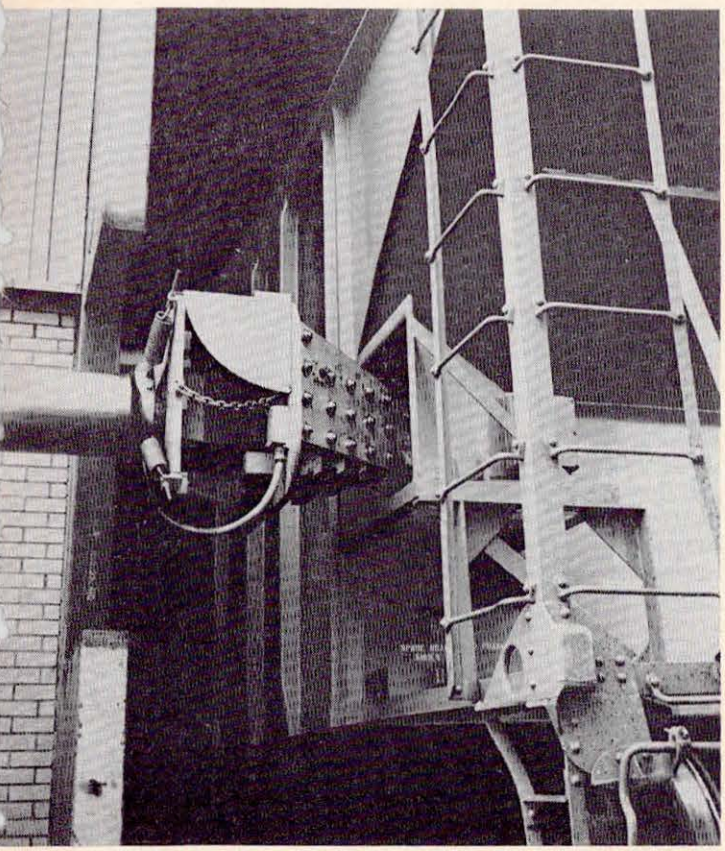
The operator at the unloading pit, using voice radio, then contacts the engineer, who moves the train to spot six more cars for unloading. This process is repeated until all cars are emptied. The train then returns to the mine for reloading.



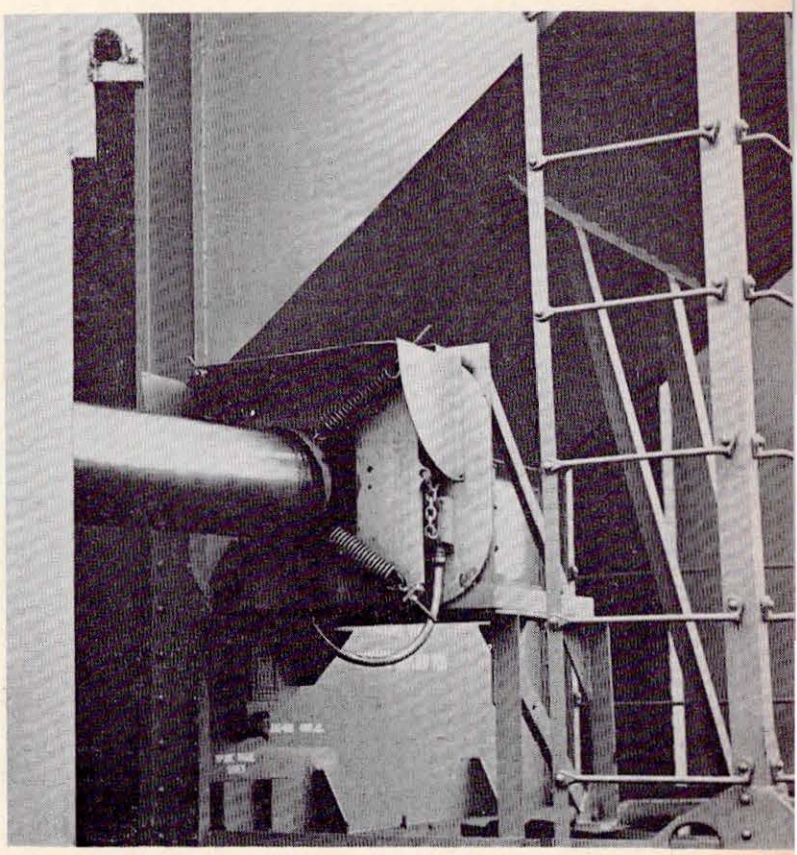
Door-opening actuator developed by GE operates on a hydraulic ram and centers itself.



100-ton hopper cars will be equipped with these receptacles to accept the ram door-opening device.



Ram entering receptacle on car has a play of 18 inches left or right, three to four inches up and down.



With ram in place, doors are automatically opened. Total time required to unload a car is less than one minute.

More than 50% of B&O's originated steam-coal tonnage now moves in unitized trains, with many other movements in the offing.

Pennsylvania — and they're running neck and neck.

B&O's Gold-Stripe hoppers—minimum 70-ton-capacity cars assigned to unitized-train operations—have been moving coal at a rate of about 175 trains per month. Between April 1963 (when low-rate trainload tariffs went into effect) and March 1, 1964, the road had handled 1,440 such trains, more than 10.1 million net tons of coal.

B&O traffic men say that more than 50% of their originated steam-coal tonnage now moves in unitized trains—"and we're on the threshold of many other movements."

● **'Let's get started.'** Like other eastern roads, B&O gave long study to the integral-train proposals advanced about three years ago. Its decision, however, was to get started immediately, without waiting while specialized equipment was being built. B&O pulled out the best of its 70-ton hoppers, leased a number of cars and launched a car-building program at DuBois, Pa., company shops. At present, about 5,400 cars are assigned to unitized-train work. The road figures to have 7,000 in the service by Aug. 1.

B&O ran its first unitized train in February 1962. Between then and April 1963, 278 test moves were operated, with the cooperation of utilities and mines, to check out the capabilities of the three partners in such a service. The operation proved out, the reduced-rate tariff followed—and B&O saw a gradual erosion of its coal traffic coming to a halt. Thus far, there's been no material increase—but traffic men can see one coming. Several new power plants are expected to come on-line, utilities are "definitely more coal-minded now, and as they expand our tonnage will grow."

● **PRR: 160 per month.** Pennsylvania, meanwhile, is moving coal in trainload quantities at a rate of 160 trains per month, 13 million tons of coal per year. After the first quarter of 1963, PRR coal loadings were down 8%—but the nine months that followed, with the lower rates applying, buoyed up the business to the point where the road showed an 8% increase in coal traffic for the full year.

How have the utilities responded? One company served by PRR moved 72% of its coal in trainload lots during the last nine months of '63—and the same utility has indicated that 95% will be handled that way in the year which began April 1, 1964.

Still a third enthusiastic report from the East comes from New York Central—which looks for an increase of close to 200% this year in originated coal tonnage handled in unitized trains. NYC in 1963 originated more than 250 such trains handling 1.5 million tons of coal. Loadings this year the road figures will climb above 4 million tons. Added to this will be a substantial volume of coal loaded in unit trains on other eastern lines and routed via NYC to destination.

Like most other heavy coal-haulers, NYC has been working hard on equipment refinements—including recent tests of a 100-ton fast-unloading steel hopper car and a 100-ton aluminum gondola.

● **The public viewpoint.** Much of the praise lavished on the unitized-train concept in its brief life has centered on the benefits to the carriers and mines and utilities—but railroads and power companies are also quick to point out the ultimate benefits to the consumer, the fellow who gets an electric bill every month.

One major eastern power company, for example, cut its rates by $7.5 million per year last autumn—and the utility credited reduced rail rates for $4.4 million of that reduction. Without exception, other firms moving heavily into unit-train operations are stressing the rate-cut pass-along which will follow.

Another form of public benefit—reducing unemployment rolls and unemployment costs—may well show up if unitized trains can continue giving a hand to the rebuilding of the coal industry. New business is expected to mean more train-crew employment in some areas. And, as Pennsylvania Power & Light points out, the opening of two new mines in Pennsylvania—Tunnelton and Osceola Mills—means 170 new jobs for miners in three counties now classified as depressed areas by employment standards.

● **Planning stepped up.** There are also indications that a number of utilities are changing buying habits—to the benefit of the mines and miners. One utility served by PRR, for example, now has its full-year buying-transportation program in the hands of the mines and the railroad.

For the first time, says one PRR officer, "miners can plan their work. There's a continuity of operation which didn't use to be. Some utilities are letting three- to five-year contracts for coal—where there used to be a lot of spot purchasing."

This planning is also helping railroads. B&O has a director of coal train coordination working on scheduling well in advance of movement. Pennsylvania asks consignees to give six weeks' advance notice of movement (though moves on less lead time can be handled on a more-or-less emergency basis).

Down South, the impetus for unit-train operations was a little different—and railroads, notably Louisville & Nashville, have approached the problem in various ways.

As one L&N traffic man puts it, "We parallel just about every navigable waterway you can find in our territory. We're competing with barges, not particularly with pipelines or mine-mouth station plants. That's probably why we had to think in hard terms of low-cost transportation earlier than some other roads."

● **L&N takes a look.** L&N has thought hard—and now has four daily unit-train moves operating, with another big one coming up next year when TVA puts its Bull Run, Tenn.,

Cover photo

Baltimore & Ohio unit train No. 668 is shown at Altamont, Md., highest point on the road's Cumberland division. The train contained 60 of B&O's "Gold-Stripe" 80-ton hopper cars, carrying 5,040 tons of coal.

America's most powerful single-engine locomotive is now in service.

ALCO's Century 628—the newest addition to the Century Series—is already reducing operating costs for the Atlantic Coast Line. And will soon be doing the same for the Delaware & Hudson and Monon.

The Century 628 was built specifically to provide America's railroads with extra power to haul heavier tonnage. With fewer units. On faster schedules. Over all types of terrain.

To deliver more ton-miles per dollar, the 628 uses six axles, six traction motors, and an improved version of the ALCO 251 16-cylinder diesel engine that generates 2750 hp for traction. Experience has proved that the 251 engine consumes less fuel and requires less maintenance than any other locomotive engine in service today.

These and other special performance and maintenance features are also standard on the other ALCO Century Series units described on the following pages.

You'll save money three ways with ALCO *CENTURY* locomotives

- **They cost you less to operate.**
- **They cost you less to maintain.**
- **They are available in ratings to meet your specific needs.**

ALCO has reversed the pattern of rising operating costs with its new Century locomotives—America's first full-range series of modern motive power. Developed and built so you can choose the unit that meets your specific needs—instead of settling for the one that comes closest. And to provide you with significant fuel and maintenance savings, plus a high return on your investment that will more than justify your decision to replace your aging locomotives with new Century power. The Century 628 is just one example. You can also choose from:

ALCO Century 424, designed for efficient, economical performance in all classes of railroad service. This unit has four axles, four traction motors, and a 16-cylinder ALCO 251 engine that develops 2400 hp for traction.

The Erie-Lackawanna, Reading, Pennsylvania, and Green Bay & Western are among the railroads who have already selected Century 424s.

ALCO Century 420 has four axles, four traction motors, and a 12-cylinder ALCO 251 diesel engine that generates 2000 hp for traction. It also has provision for a steam generator. The 420 is now in use on the Long Island and Lehigh & Hudson railroads.

Save $11,000 per unit. Exactly how do Century locomotives cut your operating costs? By giving you more useable horsepower than you're now getting from your old locomotives. Delivering more gross-ton miles with fewer units. While consuming less fuel. And requiring less maintenance.

Take operating cost per unit mile.

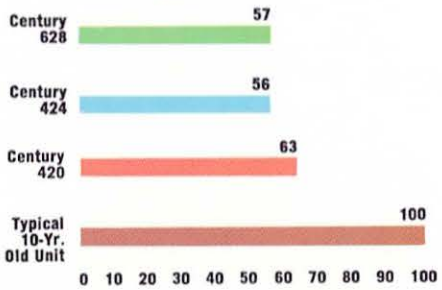
The table below compares Century locomotives with a typical 10-year old unit. In each case, Century horsepower is higher. Yet so are Century savings. As much as $11,000 per unit per year on each 100,000 miles of operation.

Operating cost down 44%. And Century savings become even greater when you compare operating costs horsepower-per-horsepower. (See bar chart). Every dollar you now spend on your 10-year old locomotive can be slashed by 44¢, 43¢ and 37¢, respectively, by a Century. Giving you more power for less money. And moving more ton-miles at lower cost.

As these tables indicate, the major savings are the result of sharply lower fuel consumption and maintenance costs. And you can trace them primarily to the new Century chassis features and the famous ALCO 251 engine.

Fuel costs 10% lower. Studies by leading railroads prove that the 251 engine will cut your fuel costs by at least 10%. Reason: the 251's 4-stroke engine, with its free-running turbosupercharger over the entire speed and load range, is more efficient than a 2-stroke supercharged engine. Aftercooling, improved injection equipment and

COST INDEX (Operating Cost per Horsepower)



OPERATING COST PER UNIT MILE*

	Century 628	Century 424	Century 420	Typical 10-Yr. Old Unit
FUEL OIL	$0.29	$0.27	$0.24	$0.21
LUBE OIL	0.02	0.02	0.02	0.02
MAINTENANCE	0.11	0.10	0.09	0.21
CREW	0.19	0.19	0.19	0.20
OTHER	0.05	0.05	0.05	0.06
TOTAL	$0.66	$0.63	$0.59	$0.70

*Based on U.S. freight average annual unit mileage

ALCO Century 424

combustion chamber design further reduce the amount of fuel it burns.

Equally important, an ALCO Century has the lowest parasitic horsepower load of any locomotive, which means your Century horsepower will be more productive while using less fuel.

These combined benefits are saving some railroads as much as 17% a year on fuel costs alone!

Maintenance costs cut 50%. Over 300 million miles of service around the world have proved that ALCO's 251 engine needs less maintenance than any other. It goes 48-months (and longer) between top-deck overhauls.

What makes the 251 so reliable? Advanced thermal engineering. Simplified design. (Two trained men can strip and reassemble a 251 in 48 hours). Plus many parts refinements and construction features shown on the next page.

But the 251 engine is just one of many Century features designed to reduce your maintenance costs and improve performance to boost your profits. In each Century you'll find features like a new sealed electrical control compartment. The most modern static control system in service today—with the fewest moving parts.

Better Cooling Systems. Improved air handling system is designed to produce cleaner air, with better cooling and reduced maintenance. An intake-fan blows air through the Dynavane filter, circulates it to cool the generator, and then pressurizes the engine compartment to exclude outside dirt. This eliminates the need for car-body filters.

A single blower distributes cooling air to the traction motors. This eliminates fan motors and all belt drives. The Century locomotive air system now gives you double filtration, with Dynavane filters and panel-bath filters. The fans and other accessories use up to 100 hp less than competitive units—a significant reduction in parasitic load.

An improved water temperature control system eliminates capillary tubes.

Air-Compressor Improved. Improved air-compressor for braking and pneumatic systems is located in the radiator compartment, connected directly to the engine. Its quill shaft simplifies alignment, and its greater capacity pump supplies more clean, cool, filtered air and lasts longer.

Running Gear Improved. Rack-mounted air brake equipment simplifies maintenance.

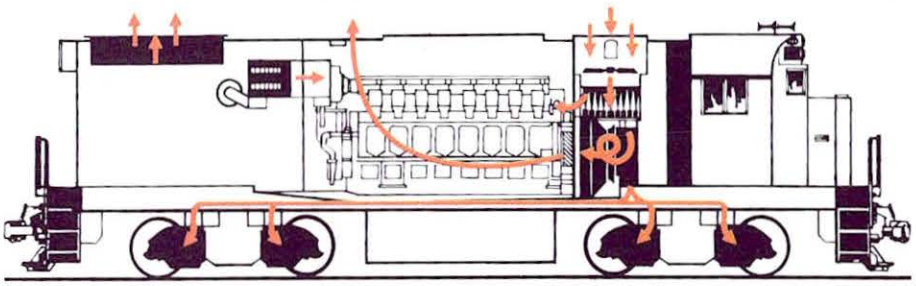
Tri-mount trucks are a considerable improvement over previous truck designs. They enable your locomotives to operate at higher speeds with better riding and adhesion characteristics than any other 6-wheel truck.

Better weight distribution throughout the entire locomotive reduces wear on wheels and brake shoes. Saves on fuel. And the best wheel slip control system now in service automatically cuts back power to the slipping wheel and gradually re-applies power. Again minimizing wear on brakes and wheels.

New Radiator Design. Horizontally-mounted radiator cores increase radiator efficiency, and provide a more even flow of cooling air, particularly at high speeds. The radiator fan is mounted directly above the eddy-current clutch, eliminating the need for a universal drive, fan shaft, and upper bearing. The radiator section lifts off easily. And you can remove the entire radiator and engine hoods for major maintenance and easy realignment.

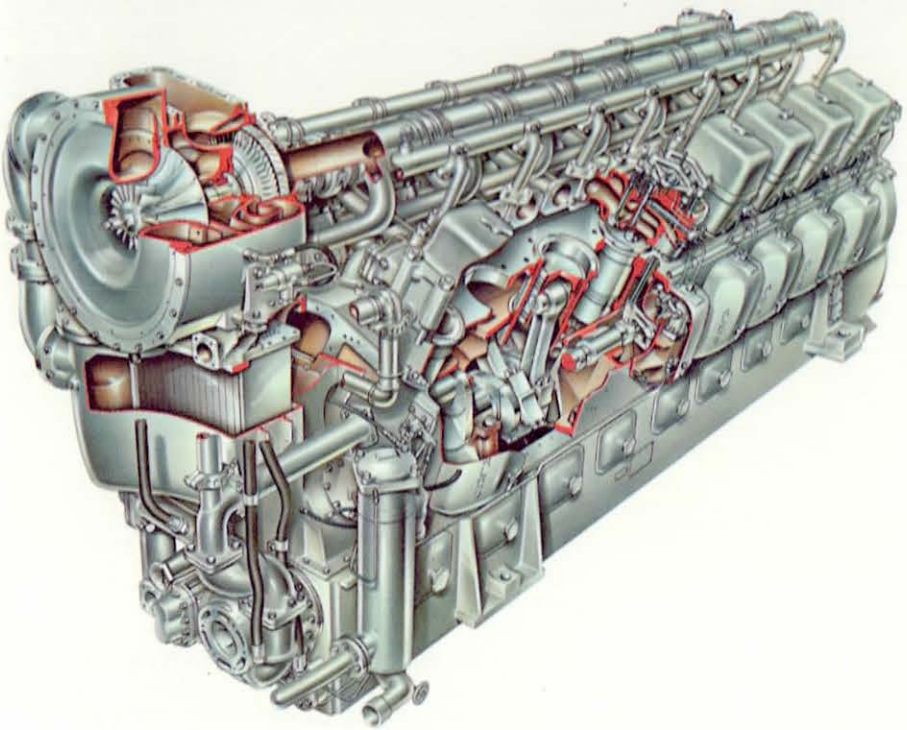
More Century features: Still other design and convenience features you get with an ALCO Century include new hinged doors on both sides of the engine compartment that can be folded back to expose the entire side of the diesel engine, making it easy to reach all engine cylinders. Walk-in access to the main and auxiliary generators is also provided. A low front hood gives improved visibility from the angled front windows; a quieter cab reduces personnel fatigue; number lights and marker light controls are installed in the cab; all gauges in the cab are eliminated except those required by the I.C.C.

That's ALCO's Century—the most modern motive power available today.



ALCO Century 420

... and only ALCO locomotives are powered by the performance-proved 251 engine



ALCO's 251 engine is designed for power and durability. Its free-running exhaust gas-driven, water-cooled turbocharger cuts fuel consumption. Has only one rotating assembly. Operates efficiently at all altitudes and temperatures.

Its charge-air aftercooler is designed to improve combustion, lower operating temperatures, and prolong engine life.

Chrome plated cylinder liners made of high-strength, close-grained cast iron afford an exceptionally low rate of wear.

Bearing is grooveless. Grooveless bearing design provides greater oil film thickness. Results in a 70% higher load-carrying capacity than any grooved bearings can supply.

Interchangeable air and exhaust valves are made of special wear resistant alloy, and replaceable stellite valve seat inserts extend valve life.

Newly-developed exhaust manifolds are designed for longer life and greater efficiency.

A forged and hardened crankshaft is specially counterweighted to minimize main bearing loads and internal forces.

Other design features. Among the other important design features that help the 251 engine perform better and last longer: Oil-cooled aluminum pistons, to provide effective cooling of the ring belt area, and prevent piston rings from sticking.

Replaceable forged ring carrier with Ni-Resist top ring insert. Carrier is shrunk-fit and welded to piston; insert prolongs life of both ring and piston.

Better Accessibility. Easy single knob access to cylinder heads, fuel pumps and base.

Cams integral with shaft. Camshaft is assembled in several replaceable sections of heat-treated, precision-machined hardened steel.

Serrated cap to block fit. Mating surfaces are serrated for rigidity; preloaded to resist shearing forces in both directions.

Block and base are made of fabricated steel and steel forgings for strength and rigidity. Both are heat-treated after welding.

New-Power Program

ALCO will give you a credit of up to $60,000 toward a new Century locomotive. Cash required is low. Century savings are high.

Put them all together and you can look forward to having your investment returned in as little as 3-5 years. Even less, when you're able to replace three old locomotives with two Century units. Or four with three.

Your ALCO man has all the details about ALCO's New Power Trade-In Program. Along with other information to cut your operating costs. And increase your profits. With an ALCO Century.

ALCO

ALCO PRODUCTS, INC., 530 FIFTH AVENUE, NEW YORK 36, N.Y.

L&N's next big unit-train move, starting in 1965, will involve hauling coal in 8,000- to 10,000-net-ton loads to a TVA plant being built at Bull Run, Tenn.

power-plant-unloading facility to work.

At present, the road's top-tonnage operation involves movement of coal from a mine to a washer at Corbin, Ky., and then—in 8,000-net-ton trains—to Gary, Ind., via L&N and PRR or NYC at Cincinnati. The roads, delivering to U.S. Steel, are now getting a four-day turn-around between washing plant and Gary. They're using 70-ton hoppers, but 100-ton units are scheduled to go into service soon.

L&N's other three unitized-train services are 5,000-net-ton moves—from western Kentucky to a TVA plant at Florence, Ala., via rail-barge; from Paradise, Ky., to another TVA plant at Gallatin, Tenn., and from eastern Kentucky to a third TVA station at Kingston, Tenn., via L&N-Tennessee Central.

Some time in 1965, the fifth move will start—to TVA's $125-million, 900,000-kw plant now under construction at Bull Run, near Oak Ridge, Tenn. Bull Run will start taking coal next year, with actual power generation slated to begin in 1966. Coal, in 8,000- to 10,000-net-ton quantities, will come off L&N's eastern Kentucky subdivision—and the unit trains will have to pull two of the road's heaviest grades.

● **Loading, unloading speed-up.** More than most roads, L&N has experimented with loading in motion and unloading on the fly (or virtually so). Loading at Paradise, Ky., is an in-motion operation. Like PRR's diesels in the PP&L operation, L&N's units assigned to Paradise are equipped with hump-engine controls.

Unloading at Florence and Widow's Creek (the latter, a movement recently switched to Gallatin, Tenn., by TVA) is regarded by L&N as an extremely fast unloading operation. Cars do stop "only momentarily." Steep slope sheets in the road's 100-ton cars permit complete unloading in less than a minute—and a further step toward automatic unloading will be taken at the Bull Run TVA plant, where use of electrically-powered hopper doors and actuating devices will permit simultaneous unloading of six cars.

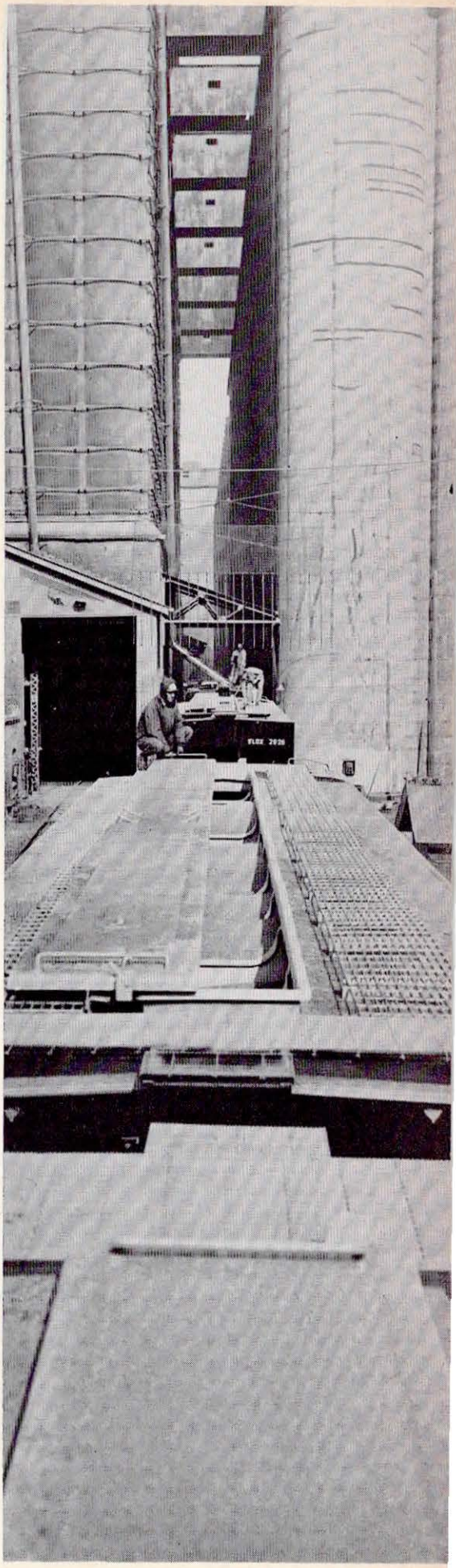
TVA's decision in planning the Bull Run facility, it's reported, was to invest a minimum in yard and track facilities—thus, there'll be no car dumper, no receiving and departure yards. The unit train will move in under power of the road engine, unload and move out. Operating officers are figuring on an unloading speed of 7,200 tons in two hours—and it's expected that the Bull Run tariff, when it's filed, will provide substantially less than the 24-hour free time for unloading which many unitized-train tariffs include.

L&N has 50 cars now equipped with electric doors. Seventeen have been fitted with the automatic-opening device; all eventually will be.

● **Time can be cut.** Experience gained by both Louisville & Nashville and Pennsylvania indicates that present 24-hour provisions for loading and unloading—restrictive as they may at first seem, compared with what went before—can be trimmed still further. The L&N-PRR-NYC unit trains bound for U. S. Steel at Gary, for example, are being handled at both ends on two work shifts. And PP&L is figuring confidently on even faster performance (with somewhat lighter trains).

One other point which should be made, with regard to speed in train handling—and one which railroad officers are quick to make—is the enlightened attitude of the operating brotherhoods toward unit-train operations. For the sake of better business and more secure jobs, they are cooperating, agreeing in some instances to use of road crews to operate through loading and unloading—jobs which normally demand use of yard crews.

It's not surprising, with the unit-train movement still so young, that there's been no real shake-down of thinking among railroad men as to the



Railroads proved, during winter of 1964 that grain can also move in unitized trains. Soo and Pennsylvania and other roads operated about 20 such trains, averaging 95 cars each and using box-car equipment. For export Russian grain moves, however, 100-ton covered hoppers came into use—such as these Continental grain cars from Transport Leasing, which moved via Chicago & North Western and New York Central to Boston.

A major unit-train benefit has been cost reduction

details of operation. There is, however, a strong common thread running through what might be termed the philosophical approach to the unitized train.

● **Unit-train aims.** Summed up, the basic theory is simplicity itself: Streamline operations, cut costs, share the benefits. And everybody gains.

Gross dollars, as one top coal-traffic officer points out, mean nothing—it's net dollars that count. And a major benefit of the unitized-train theory to railroads has been cost reduction which, taking into account rate reductions, still provides a greater realization of net.

An operating man puts it a bit differently—but still to the same end: "The main thing is to get volume business. We've got to cut rates, cut terminal costs, get better equipment utilization. And we've got to share the economies."

A research expert looks at the problem in the over-all: Electric power output has been doubling every 10 years. But the input—so far as coal is concerned—hasn't kept pace, mainly because the federal government has, in effect, siphoned off the potential benefits with residual-oil permits. The core of the problem, thus far, hasn't been so much a displacement of coal as it has been a stunting of the coal industry's growth. And the economies possible with unit-train operations may be the big factor in putting coal back into the growth column again.

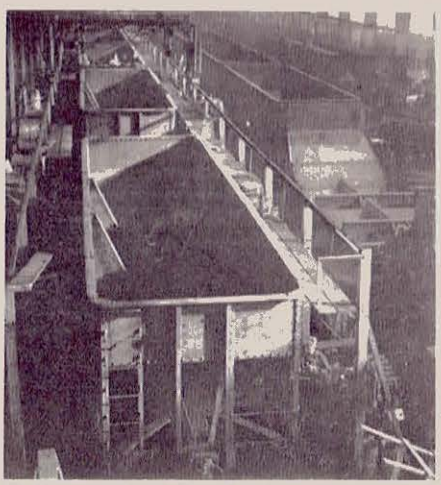
● **Still—problems.** All this is not to say that all's well with coal-by-rail. Ironically, the two utilities most deeply involved in unit-train operations through ownership of equipment—PP&L and Commonwealth Edison—are also extremely active in developing other fuel-transport methods.

PP&L uses truck convoys for plants consuming anthracite; it's also a participant in one of three mine-mouth generating stations under construction or proposed in the East. Commonwealth recently announced plans to build a $100-million mine-mouth plant near Springfield, Ill., 175 miles from the company's Chicago-area load center. Says CE President and Chairman J. Harris Ward: "We determined that [this proposal] was as economical as building another nuclear power plant or a conventional station in our service area with coal transported by integral train, barge or pipeline."

(One effect of Commonwealth's mine-mouth decision may be the sale of its railroad, Chicago & Illinois Midland. Disposal of the railroad has been considered before—but may become a prime objective now, with construction of the new generating station and a consequent curtailing of C&IM operations.)

● **Coal-by-wire.** Back east, railroad men are equally concerned about the mine-mouth situation—but their efforts are apparently going to have to be concentrated on preventing a trend from developing. It's too late, they say, to block the three plants now in the works—one built by Virginia Electric & Power, one proposed in west central Pennsylvania by PP&L and two other utilities and a third planned for West Virginia.

In any event, railroads with cooperation of mines and utilities seem to have stemmed an absolute erosion of coal traffic (business which, on some roads, amounts to 40% or more of total tonnage and upwards of 25% of total revenues).



Baltimore & Ohio unitized-train operations are being beefed up with 2,000 hopper cars under construction at Dubois, Pa., company shops. The cars, nominally 70-ton capacity, will haul 80 to 85 tons.

New York Central is firm on the point: "The inherent efficiency of railroad operation . . . will make it possible for the coal and the railroad industries to meet all forms of competition in the energy market for many years to come . . . . Unit trains of coal, coupled with new incentive rates, have virtually eliminated all discussion of proposed coal pipelines in the east and Midwest. The trains are now instrumental in returning significant amounts of coal tonnage to rail transport."

Assuming coal traffic has been stabilized and, hopefully, started up again—what next for the unit-train concept?

● **Grain-winter success.** Granger and eastern lines—principally Soo and Pennsylvania—proved this past winter that there's a market for unitized grain trains, moving wheat during the months when the Great Lakes are out of business. Some railroad men see a potential in carefully planned, year-round activity in such moves; others regard the business as strictly seasonal. In any event, railroads handling the winter-grain moves did it at rates attractive to shippers and at profit levels that made it worthwhile for the carriers.

Traffic and marketing men today are looking well beyond either coal or grain. They talk in terms of cement, chemicals, petroleum products, fertilizer, iron ore and other ores. Some thinking holds that virtually any bulk commodity is susceptible to unit-train operation, for part of the haul, if not the entire movement. One proposal now under study contemplates just that unitized-train service to a break-train point and split distribution from there.

There are even proposals for a unitized-train operation of merchandise trains just as a number of piggyback, container and auto-rack trains are operated today on what is virtually a unit-train concept.

● **'New era' coming?** Soo Line President Leonard H. Murray calls unit trains "pioneers of a new broader concept of transportation. We can foresee many commodities that move in volume and in bulk being adapted to the unit-train concept. Undoubtedly, as time goes on, we will see cooperative efforts between shippers who have such commodities moving in opposite directions to utilize the profound economics of a two-way loaded unit train. This will open a new era in rail transportation."

For the time being, however, most attention will likely be devoted to the bulk commodities—such as cement, by a number of roads; phosphate rock concentrates (in NP's case), and ores. Pennsylvania, for example, is insulating 110 ore jennies for test purposes.

With ore as with coal, though, there comes a point where it's tough to apply unit-train principles—and that's with import-export traffic. The difficulty, apparently, is in coordinating train operations with ship schedules. Ground storage will probably be the eventual answer, most experts believe—but developments haven't yet moved far off dead center in setting up such services.

● **Train vs ship.** As one traffic man observes, "We move import ore now in trainload lots—the problem is shipload quantities. You can't hold the boat—but one ship might require 1,000 cars. Under the circumstances now, we just

Unitized train principles aren't limited to bulk commodities — as indicated by solid trainloads of new automobiles on NYC.

can't find the economies to make operating and rate changes worthwhile."

Nevertheless, market and technical research men think the import-export problem can be solved—with ground storage. And at least one is looking forward to the day when railroad unit- or integral-train operations would reach a peak of efficiency which would surpass anything thought of today.

Could unit trains dry up, for example, the Great Lakes? Eventually, declares one researcher: "The St. Lawrence Seaway is a flop, and it's going to be more so. You know, you can get to an economic point where the boats lose out. And, you know what else? Barges, too."

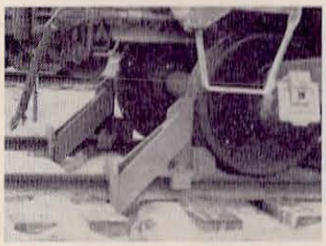
● **Who owns the cars?** How about the equipment situation? Will railroads continue to own and supply the bulk of the cars in service, or will the Pennsylvania Power & Light-Commonwealth Edison concept catch on so far as unit trains are concerned? Railroad men differ. Some cite a growing interest on the part of electric utilities and mine operators to own their own equipment; others say they've seen little interest expressed. The consensus seems to be that the experience of PP&L and CE will be the guiding factor—and ownership could go either way right now. (Leasing is yet another possibility which at least one of the major railcar-leasing companies is willing to explore to the extent of leasing the entire train.)

● **Success builds up.** That's the unitized-train story as of spring 1964. It's a success story thus far. And from every indication it can only get more successful with coal and—soon—with other commodities.

One eastern-road operating officer sums it up: "We're just taking advantage of what they call our inherent advantages. We may have overlooked them for a long time. But not now." ■

Dwarfing a conventional hopper car, Burlington's experimental 100-ton car pauses over a pit for unloading.

SPECIALISTS
SINCE 1903
WHEEL STOPS



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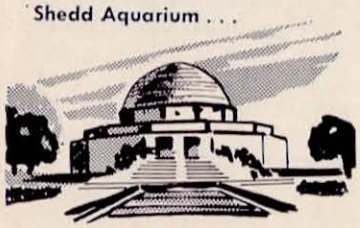

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RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

FANDOM BASICALLY BENEFICENT—Carl Ehrke of Rego Park, N.Y., is a railroad employee who identifies himself also as a railfan (having done over 11,000 sight-seeing miles of train travel last year). He agrees with me in liking fans as such, and he particularly favors "some serious outsiders" among their number—who know railroad problems, which they explain to their neighbors and to public officials.

But Mr. Ehrke has his doubts about those enthusiasts for bygone days who, for example, overdo "last run" occasions ("at times complete with draped caskets"). Some misguided souls, he says, "vandalize railroad property for rare objects and sometimes castigate railroads for eliminating trains carrying only 20 or 30 passengers."

Well—can't we all agree that fandom is basically beneficent as well as benevolent? And also that some degree of balance and self-restraint is needed, even in the exercise of virtue? As I recall, the temperance advocates did all right until they changed themselves into outright prohibitionists. Admiration for the past is a virtue, but decidedly not so if it is carried to the extreme of contempt for the present.

BUSY THOUGH RETIRED—Lee Spencer of Scottsdale, Ariz., nominates Lewis Sillcox, formerly honorary chairman of New York Airbrake, as the most fully occupied railroader who has allegedly retired. Mr. Sillcox throughout his professional career has put in 16 or more hours a day, delving into all phases of railroading (and a lot of other things as well). It has been my observation that the chief advantage of wide interests is avoidance of boredom. The fellow with 10 interests runs only 1 chance in 10 of sticking to one task so long that it becomes a tiresome chore. And the fellow who wants to have these varied interests to occupy him after retirement—needs to do a little apprentice work in them while he's still on the payroll.

'CARCATCHERS' NEEDED—From Edmonton, a Canadian National employee, Mrs. H. Roberts, writes to suggest that the device called a cowcatcher is still useful in her bailiwick (as elsewhere). But, from local experience, she'd favor calling it a carcatcher. She also believes some such contraption is needed in the middle of trains, seeing how many motorists there are who ignore all warnings and drive right into the sides of moving trains.

RAILROAD TERMINOLOGY—The Semantics Committee of the Railway Magazine Editors Association is getting ready to distribute, soon, its first list of suggestions regarding improved railroad terminology. This is a job that needs doing—and the effort has the double virtue of being interesting as well as utilitarian. There are certainly a lot of poorly chosen terms in railroading which ought to be replaced by more accurate and more palatable labels.

Another phase of "communications" that could stand some improvement is the writing of letters and reports. The bureaucrats have taken a lot of kidding about their so-called gobbledygook lingo, but the bureaucrats are not the only butchers and contaminators of the English language.

HIGHWAY BUILDERS TRIUMPHANT—In Massachusetts the public utilities department has compelled the Boston & Maine to increase sharply its one-way fares on suburban trains—presumably to provide a rate "umbrella" to protect competing buses. Meantime, a bill has been introduced in the legislature to allow the railroad fares to be restored to their former level.

"The guiding principle in this state has been simple: Nothing may be done to decrease the demand for more and more highway construction. This is behind all the stalling in the transportation program." So writes Southworth Lancaster from Cambridge.

Across the continent, in California, I see that the highway builders are making trouble for the national park authorities by overcrowding their facilities. There seem still to be left a few unreconstructed rebels, here and there, who do not hold to the doctrine that superhighway construction should take precedence over all other human activity. Such mossbacks, however, are few and far between.

Byron E. Rice, Jr.
Reading

Richard E. Franklin
Southern

J. M. Sheehan
GATC

Arthur H. Smith
Kerite

Theodore O. Rudd
Kerite

Frederick A. Fielder
Poor & Co.

PEOPLE

READING.—F. M. Ludwig, regional sales manager, New York, appointed freight sales manager, Eastern Region, Philadelphia, succeeding **L. L. Newberry,** named to the newly created post of administrative assistant to vice president—freight sales, Philadelphia.

Byron E. Rice, Jr., assistant manager of labor relations, **Baltimore & Ohio,** Baltimore, appointed manager of labor relations, **Reading,** Philadelphia. **H. F. Wyatt, Jr.,** director of personnel, Reading, replaces Mr. Rice in Baltimore, and his former position abolished.

The titles of the following are changed: **V. W. Bigelow,** superintendent of personnel, to assistant manager of labor relations; **S. H. Heltzinger,** assistant superintendent of personnel, to supervisor of labor relations and **R. E. Heltzinger,** personnel assistant to assistant supervisor of labor relations.

Joseph B. Fister, division master mechanic, Reading, Pa., appointed manager, locomotive shop there, succeeding **Frederick L. Giehl,** who retired March 31 after 47 years with the Reading. **Frank Fisher,** chief mechanical officer, has announced a general realignment of the mechanical department, effective April 1. The following appointments have been made: **Russell M. Keeney** to general master mechanic, Reading; **Donald C. Lengle** to master mechanic, Reading; **Robert Tonkin, Jr.,** to division general foreman, Rutherford engine house, Harrisburg, Pa., and **Edward J. Coffey** to general foreman, Erie Avenue engine house, Philadelphia. Abolished positions of division master mechanic and general locomotive inspector, Reading and Shamokin divisions, and general foreman, Rutherford engine house.

SOUTHERN.—Richard E. Franklin appointed vice president—assistant to the president, Washington, D.C. (RA, April 6, p. 33). In the newly created post, Mr. Franklin will represent the Southern's president in all areas of operations concerning programs, costs, methods and standards. Mr. Franklin began his railroad career with the Southern and advanced to assistant vice president—mechanical, resigning in 1961 to become a vice president of **Railway Maintenance Corp.,** Pittsburgh. He later joined the **Pennsylvania,** where he was chief mechanical officer until his return to the Southern on April 1.

Edward W. Nowland, division freight agent, Washington, D.C., promoted to assistant general freight agent there. **David L. Ross,** district freight agent, Chattanooga, Tenn., promoted to division freight and passenger agent, Lexington, Ky.

Supply Trade

J. M. Sheehan has been named manager, advertising and public relations, **General American Transportation Corp.,** Chicago, succeeding the late **Robin Douglas.** Mr. Sheehan was formerly advertising manager for Fuller Co., a General American subsidiary.

Arthur H. Smith, executive vice president, **The Kerite Co.,** New York, has been elected president of the company, succeeding **Theodore O. Rudd,** elected chairman and chief executive officer.

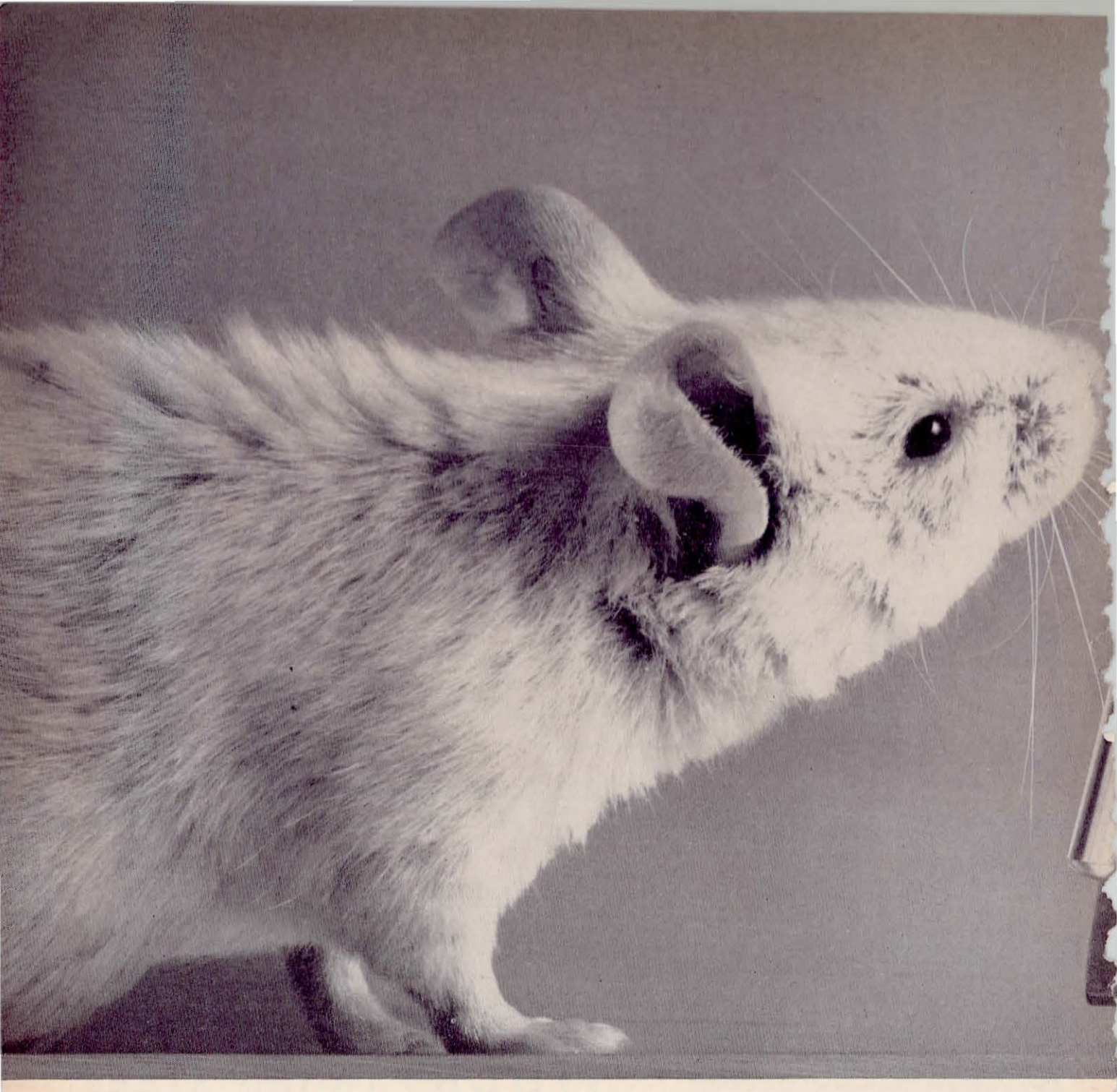
Ralph D. Brizzolara, chairman of the board and chief executive officer, **Poor & Co.,** will resign as chief executive officer, effective June 30. **Frederick A. Fielder,** president, will assume those duties. Mr. Brizzolara will continue as board chairman and a director of the company.

William Taggart, formerly with the **Pennsylvania,** has joined the Chicago district staff of **Fairmont Railway Motors,** replacing **D. L. Lahart,** who has been appointed district manager at St. Louis, effective May 1. **Dennis Langford,** of the Chicago district, has been assigned to the New York district, but will continue to maintain Chicago headquarters.

OBITUARY

Robert H. Morse, 85, retired president and board chairman, **Fairbanks, Morse & Co.,** died April 11 at Palm Beach, Fla.

Joseph W. Mullen, vice president and member of the board of directors of **United States Freight Co.,** New York, died April 12. Mr. Mullen spent more than 40 years in the freight forwarding business.



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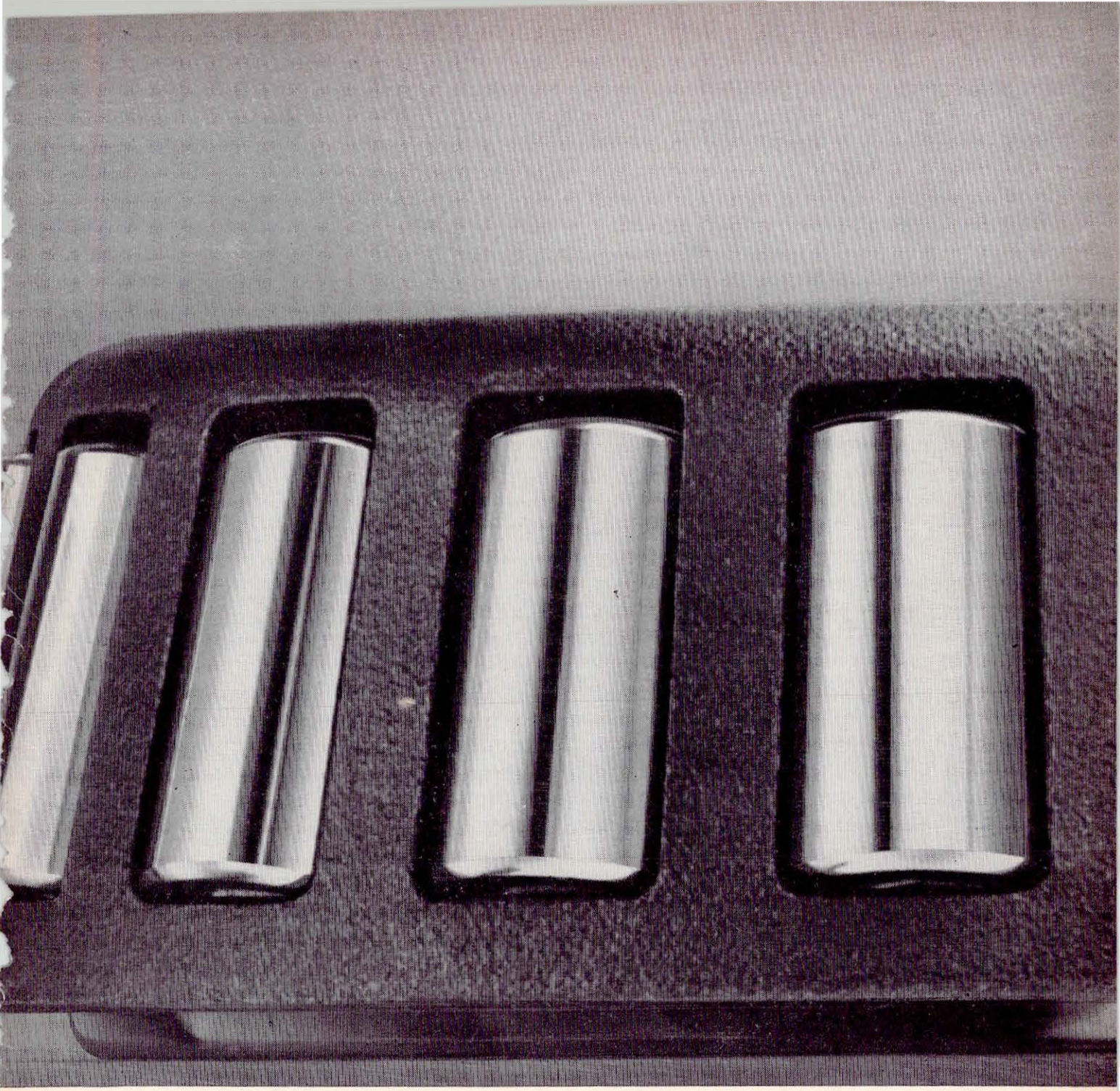


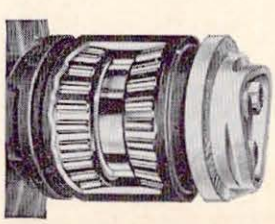
Result 2: More tapered roller bearing types and sizes. In dozens of industries, Timken® bearings have been designed to meet exact requirements. Examples: the four-row balanced-proportion roll-neck bearings for big rolling mills. The 40° cup angle bearings for pinion mountings. Compact, economical wheel bearings that saved the auto industry millions of dollars. Double zero precision bearings with 75 millionths of an inch maximum runout—the most accurate tapered roller bearings in the world.

Result 3: Better bearing technology. Nickel-rich steel for uniformly high quality, greater strength. Made from Krupp analysis steel, containing 3.5% nickel, the Timken "AP" bearing gives long life even where shock loads persist. Case-hardening for extra resistance to shock loads. More precise geometry and smoother bearing surfaces for increased bearing life.

Result 4: Priceless experience developing most of the tapered roller bearing applications in operation today. Unmatched engineering service that draws on 65 years of concentration. Sales engineers who strive to see that you get full advantage of this experience.

Result 5: More Timken bearing life for your dollar than at any time in our history. Part of every dollar in Timken bearings goes to research and development. The Timken Company metallurgical and physical laboratories are as advanced as any in the bearing industry. Our modern gage lab provides the highest standards of precision in the bearing industry around the world.

Expect more improvements in the tapered roller bearing to come from the world's largest and most experienced manufacturer of them. The Timken Roller Bearing Company, Canton, Ohio. Also makers of Fine Alloy Steel and Removable Rock Bits.



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TAPERED ROLLER BEARINGS

CAUT hears how to fight illegal trucking

Weapons must include cost parity between lawful and unlawful transportation, better laws, and more men to enforce them.

Two basic methods of combatting illegal trucking were proposed to the April 8 conference, in Washington, of the Committee Against Unlawful Transportation. They are:

- "Lower the cost of legitimate transportation while raising the cost of doing business unlawfully"—suggested by C. A. Webb, vice chairman of the Interstate Commerce Commission.
- "Increase enforcement activity by both the ICC and states"—proposed by D. P. Kipp, president of Kramer-Consolidated Freight Lines and chairman of the regulated trucking industry's Committee on Transportation Practices.

● **'Cheaper to cheat.'** Commissioner Webb predicated his suggestion on the idea that the problem of illegal trucking "has its root in the economic fact that very often under present-day conditions it is simply cheaper to cheat" (RA, April 13, p. 7).

"Essentially," he explained, "it is the promise of savings that appeals to some shippers and encourages them to sustain illegal operations. To combat this, we can appeal to shippers' scruples, but to secure their full cooperation we must appeal to their pocketbooks as well. It will help reduce the scope of illegal trucking operations if we make it more costly and more unpleasant to cheat, but at the same time it will have to be made less expensive to play by the rules.

"This means more attractive pricing by regulated carriers. It means new ideas leading to more efficient organization, techniques and equipment, and better cost analysis."

● **Manpower not enough.** Commissioner Webb indicated clear agreement with Mr. Kipp on the importance of enforcement. That, he said, is improving. New legislation may help.

"But the [enforcement] effort, impressive as it may be, has not eliminated illegal trucking. Unless something additional is thrown into the fight, it isn't likely to. The forces we have are not large enough for a problem of this magnitude. I do not believe additional manpower can alone eliminate bootleg trucking any more than a larger police force could eliminate all crime."

Confusing enforcement efforts, Mr. Webb also said, "is the increasing sophistication of schemes employed and the greater difficulty in reaching the essential facts . . . Violators have turned to playing the game closer to the lines and to obscuring more effectively the facts by which we would judge their operations. It is becoming increasingly difficult to build cases against them."

● **Costs vs enforcement.** Mr. Kipp, in turn, agreed with Commissioner Webb on the importance of cost as a factor in growth of unlawful highway transport. "We are faced," he said, "with an economic era of high costs—an era that forces the shipper to seek the lowest possible transportation cost—often an illegal service."

To end such illegal services, however, the COTP chairman placed greater reliance than did Mr. Webb on "increased enforcement activity by both the ICC and the states."

Specifically, he urged that each state meet three minimum requirements:

1) *Registration*—A law which requires registration of the operating authority of all interstate carriers using its highways.

2) *Leasing*—Adequate laws, rules and regulations governing the leasing of equipment; "a nationwide survey by field offices of the ICC reveals that 45% of all presumed illegal traffic involves shippers who lease vehicles with drivers."

3) *Power of arrest*—An adequate force of inspectors who have the power of arrest.

Thirty states, he said, "presently have adequate laws relative to registration and power of arrest. The only group of states not having such laws are in the area from Ohio northeast to Maine. The remaining issue is the use of such laws. Their enactment is but the first step. They have to be administered properly to be effective. Regulation without enforcement is a fraud."

● **In the meantime.** Both speakers agreed that much can be done to curb illegal trucking pending the enactment of needed laws and their enforcement, and the equalization of lawful and unlawful transport costs.

"Far too many of us," said Mr. Kipp, "have paid only lip service to the need for adequate enforcement personnel, both at the state and federal level."

Commissioner Webb termed "the struggle against unlawful transportation a most worthwhile effort, for with success will come a healthier, more efficient and more economical transportation system.

"In this struggle we each have a part to play. Carriers should bring violations to our attention, support industry organizations which battle illegal trucking, and do everything possible to improve the efficiency and economy of their own operations. The Commission will continue to pursue the violators, to seek stronger laws and adequate personnel, and to help improve regulatory policies and techniques. Shippers can help by becoming more familiar with the rules in order to better identify, and avoid, unlawful operations."

● **Three-point program.** A three-point program for adoption by all states was recommended by R. P. Gordon, Jr., director of motor transportation for the Virginia State Corporation Commission and president of the National Conference of State Transportation Specialists. This program would have each state:

1) Require certificated motor carriers to file operating authority with the state regulatory body;

2) Establish adequate safety requirements covering operation of motor vehicles; and

3) Compel all motor carriers to file evidence of financial responsibility, preferably by liability insurance, in each state through which they run.

In addition, Mr. Gordon would have information as to illegal transportation found in any state disseminated among all states concerned. He urged, too, that the common carrier industry in each state be made aware of its responsibility. This, he said, would help state authorities "to develop an effective program in which the rights of not only the authorized carriers, but also of the citizen, would be protected."

Don Lawrence, director of motor carrier enforcement of the Georgia Public Service Commission, analyzed results of road checks made during one week of June 1963. Combined results from all participating states showed, he said, that 1.8% of all calculated ton-mileage, and 4.2% of all calculated ton-mileage for non-regulated trucks, was probably illegal. On a projected basis, this indicates that unlawful truck traffic is taking some $560,000,000 a year in revenues away from regulated carriers.

Mr. Lawrence himself, however, seriously questioned—and so did Mr. Kipp—the validity of the data. In the opinions of both, the actual revenue of illegal trucking—and the resulting loss of revenue to authorized carriers—is probably considerably greater. ■

MARKET OUTLOOK

Carloadings rise

Loadings of revenue freight in the week ended April 11 totaled 529,618 cars, the Association of American Railroads announced on April 16. This was an increase of 10,124 cars, or 1.9%, compared with the previous week; a decline of 26,463 cars, or 4.8%, compared with the corresponding week last year; and a decrease of 25,248 cars, or 4.6%, compared with the equivalent 1962 week. Ton-miles generated by carloadings in the week ended April 11 are estimated at 11.7 billion, a decrease of 1.5% below the corresponding week of 1963, but an increase of 3.8% above the 1962 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, April 11

District	1964	1963	1962
Eastern	77,681	79,514	81,988
Allegheny	93,029	95,456	95,561
Pocahontas	50,786	54,434	52,405
Southern	98,808	115,150	110,009
Northwestern	62,499	58,753	60,479
Central Western	109,699	113,557	115,439
Southwestern	37,116	39,217	38,985
Total Western Districts	209,314	211,527	214,903
Total All Roads	529,618	556,081	554,866
Commodities:			
Grain and grain products	42,737	52,275	52,131
Livestock	2,103	3,177	4,164
Coal	98,436	108,484	100,746
Coke	8,660	8,115	8,644
Forest Products	35,004	35,783	35,114
Ore	27,161	17,902	19,567
Merchandise l.c.l.	13,009	18,539	24,251
Miscellaneous	302,508	311,806	310,249
Apr. 11	529,618	556,081	554,866
Apr. 4	519,494	546,021	547,674
Mar. 28	528,157	558,613	565,098
Mar. 21	537,056	534,998	555,873
Mar. 14	521,250	517,209	545,434
Cumulative total, 15 weeks	7,843,520	7,701,214	8,004,602
Estimated Revenue Ton-miles (millions) 15 weeks	178,000	168,100	166,459

PIGGYBACK CARLOADING — U. S. piggyback loadings for the week ended April 4 totaled 16,865 cars, compared with 16,099 for the corresponding 1963 week. Loadings for 1964 up to April 4 totaled 222,792 cars, compared with 202,998 for the corresponding period of 1963.

IN CANADA — Carloadings for the ten-day period ended March 31 totaled 91,244 cars, compared with 68,651 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 31, 1964	91,244	31,416
March 31, 1963	78,524	32,003
Cumulative Totals		
March 31, 1964	881,034	322,711
March 31, 1963	770,052	289,526

FREIGHT-TRAIN CARS

► *Canadian National.*—Ordered 100 51½-ft flat cars from Marine Industries, Ltd., for handling pulpwood and lumber traffic. The cars will be constructed of high-tensile steel, and will have load restraining wrap-around bulkheads at each end.

► *Chesapeake & Ohio.*—Ordered 50 2,600-cu-ft-capacity Airslide covered hopper cars from General American. Delivery is scheduled for September.

► *Chicago & North Western.*—Ordered 47 86½-ft box cars and four 60¾-ft box cars from Thrall. Deliveries are scheduled for August, September and October.

► *Detroit, Toledo & Ironton.*—Ordered 150 50-ft, 70-ton box cars equipped with cushion underframes from ACF at a cost of $2,350,000. Deliveries are scheduled for June and July.

► *Frisco.*—Leased 150 50½-ft, 50-ton-capacity box cars equipped with 10-ft plug doors from United States Railway Equipment for delivery during second and third quarters 1964.

► *Grand Trunk Western.*—Ordered 91 60¾-ft, 100-ton box cars from ACF for delivery beginning in early September.

► *Louisville & Nashville.*—Ordered 100 60¾-ft, 100-ton box cars equipped with cushion underframes, and 100 100-ton two-compartment covered hopper cars from Pullman-Standard; and 75 70-ton bulkhead flat cars equipped with load binders from Ortner. Total cost of the orders is $4.6 million. Flat cars will be delivered beginning July 15; box cars and covered hoppers will be delivered starting Sept. 1.

► *Pittsburg & Shawmut.*—Leased 450 55-ton open-top hopper cars from United States Railway Equipment for delivery during second and third quarters 1964.

LOCOMOTIVES

► *Soo Line.*—Ordered four 2,500-hp GP35 diesel-electric units from EMD.

FOREIGN

► *Spain.*—Spanish National Railways (R.E.N.F.E.) ordered 60 1,950-hp locomotives from General Motors Overseas in association with its licensee Material y Construcciones of Valencia. Delivery is scheduled to begin in May 1965 and be completed by December 1966.

MAINTENANCE EXPENDITURES

► *Up 2.1% in Fourth Quarter, 1963.*—Expenditures by Class I roads for maintenance of equipment, way and structures in the fourth quarter of 1963 were up about $15 million, compared with the fourth quarter of 1962, according to report of ICC Bureau of Transport Economics and Statistics summarized below:

	Third Quarter 1963	1962	% Change
Maintenance of Way and Structures	$299,482,335	$284,920,270	+ 5.1
Maintenance of Equipment	440,150,956	439,809,214	+ 0.1
Totals	739,633,291	724,729,484	+ 2.1

YOU OUGHT TO KNOW

Automatic couplers for Europe? Studies being made this month by European specialists in the U.S.A. of automatic couplers, draft gears and yokes may lead to application of this equipment to the entire European continent's rolling stock. The delegation from the International Union of Railways (UIC) has already conferred in Chicago with AAR executives, interested AAR committees, and suppliers. The three-weeks' itinerary includes visits to classification yards, car and locomotive shops and plants producing end-of-car equipment. The 10-member group is headed by F. Baeyens, director of the Office of Research and Experiments of the UIC/ORE, Utrecht, Holland.

World's Fair's Tokaido 'train': Japanese National Railways will have an exhibit in the Japan Pavilion at the New York World's Fair—a scale model of the chassis of the super-express train designed for service on the new Tokaido line between Tokyo and Osaka, at speeds up to 160 mph. In addition to the scale model, a wide-screen film of the train will be shown at the Pavilion.

Switchlists via radio-teleprinter: On a test basis, a western railroad has transmitted switchlists from a yard office to a receiving teletypewriter in a locomotive cab. Using VHF radio for the transmitting medium, the tests indicate the feasibility of sending instructions, switch lists, etc., to moving trains or locomotives. The road reports such usage would be particularly helpful to industrial switching crews, enabling them to receive written instructions, revised or additional switch lists after they have left the yard. In 1944, the Rock Island successfully tested the use of radio for facsimile transmission from a transmitter in the Blue Island, Ill., yard office to a "fax" receiver in the caboose of a moving freight train.

Tests for transport: Each major legislative proposal and executive policy decision relating to transportation must pass two rigid tests, according to Maj. Gen. I. Sewell Morris (USA, Ret.), AAR assistant vice president. Speaking at a New Orleans Traffic Club meeting, General Sewell listed these tests as (1) what's best for the economy of the U.S., and (2) what best promotes national security. General Sewell observed that despite "damaging blows" due to postwar public policy inequities, the railroads are "bouncing back" and presenting a "revitalized and appealing image both to the public and, most importantly, to shippers."

65,000 autos a year—and up: Pennsylvania has opened a new auto-rack terminal in Pittsburgh, on the site of the road's former Allegheny shops. The facility is expected to handle 65,000 new autos this year—and future annual volume will likely be greater. The terminal, built by PRR at a cost of $650,000, is starting out as a Ford-only operation, but it's planned that Chrysler products will begin coming in next August.

Transportation Week observance: President Johnson will proclaim May 10-16 National Transportation Week. National general chairman for the event is Roger W. Gerling, vice president—marketing for Spector Freight. Mr. Gerling observed that emphasis in previous years' observances on "talking to ourselves" would shift this year to "transmission of our story to all the Mr. John Q's."

PRR Altoona yard consolidation: A $5-million program of modernization and consolidation of the Pennsylvania's Altoona, Pa., works was announced by Chairman Stuart T. Saunders. A four-year engineering study preceded launching of the program, and completion is expected by the end of 1965.

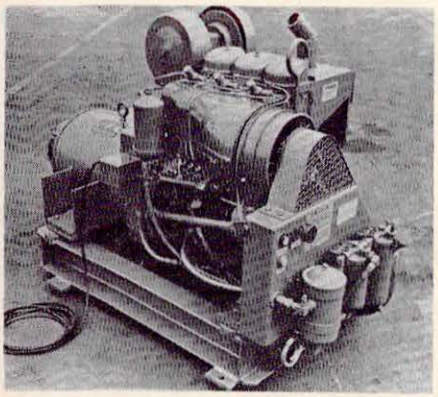
NYC erases red ink: New York Central posted a $7.9 million deficit in first quarter 1963, but operated "in the black" in this year's first quarter. Central President A. E. Perlman cited returns on recent capital expenditures, and relatively mild weather.

REA container wins award: A pre-assembled pallet pack made for REA Express by Twin Cities Container Corp., Coloma, Mich., won a silver ribbon in the 1964 Fibre Box Competition. The expendable pack, ranging in size from 21 to 60 cubic feet, is designed to carry packaged items for bulk express shipments varying from 1,000 to 1,500 pounds.

Current statistics

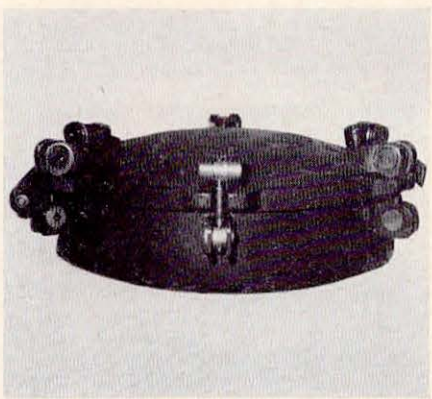
Net income, estimated	
12 mos., 1963	$651,000,000
12 mos., 1962	572,000,000
Carloadings, revenue freight	
15 wks., 1964	7,843,520
15 wks., 1963	7,701,214
Freight cars on order	
Mar., 1, 1964	35,880
Mar. 1, 1963	19,952
Freight cars delivered	
2 mos., 1964	10,720
2 mos., 1963	5,519
Serviceable cars	
Mar. 1, 1964	1,411,426
Mar. 1, 1963	1,416,368

NEW PRODUCTS REPORT



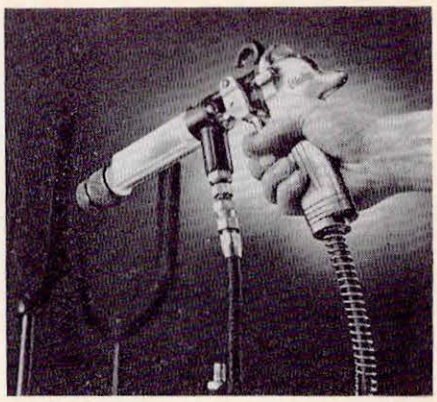
Engine-Generator (RA-1)

Engine-generator sets featuring air-cooled diesels are being installed in 50 Pacific Fruit Express mechanical refrigerator cars. The new power plants are designed to minimize maintenance and servicing requirements. Cooling radiators, hose connections and certain fail-safe devices are unnecessary. The unit is powered by a Deutz three-cylinder, air-cooled diesel rated 27 hp at 1,800 rpm which is coupled to a 12.5-kw Delco alternator. *Preco Inc.*



Manway Covers (RA-2)

Eliminating 400 to 800 lb of dead weight, the 40-lb Manway cover, according to manufacturer, makes more payload possible on average mobile tank. It is said to be the only aluminum cover accepted by ASME for use at up to 75 psi working pressure. When shipped, each cover, suitable also for pressure vessels, bears appropriate Code symbols. It can be opened by one man acting alone. *West Coast Engineered Products.*



Spray Gun (RA-3)

The airless-electrostatic method of finishing with the Model 49 spray gun, designed for higher fluid delivery, is said to permit paint savings of 60% because of the "wrap-around" characteristic of electrostatic deposition. Practically all lacquers, enamels, oil or other industrial finishes can be applied. The unit, weighing 29 ounces, operates from three-wire, 117-volt, single-phase, 60-cycle current. It can be safely used in presence of solvent vapors. *Binks Mfg.*

Wireways (RA-4)

Hoffman oil tight lay-in wireway and fittings protect electrical wiring from oil, dust, dirt or water. No pulling-through of wires is required with this design. The wireway is made of 14 gauge steel except the 12-in. x 6-in. size which has 14 gauge covers with 12 gauge trough bodies. All end flanges are 10 gauge steel. Seams are welded and there are no holes or knockouts. All pieces have smooth, rounded edges to prevent damage to insulation.

The covers of straight sections and fittings have cellular neoprene gaskets cemented on with oil-resistant adhesive. Covers are hanged to trough bodies on one side and held closed with external clamps on the other. A ⅛-in. solid neoprene gasket is placed between flanges when pieces are bolted together. The four standard wireway sizes are 2½ in. x 2½ in., 4 in. x 4 in., 6 in. x 6 in., and 12 in. x 6 in. Straight sections up to 10 ft in length, and elbows, crosses, tees, closure plates, reducers, and cut-off fittings are available. *Hoffman Engineering Corp.*

Floor Finish (RA-5)

A new high-gloss, non-buff finish for all types of floors in railroad office buildings and stations has been announced. The finish, called Recover, is said to cover 2,000 to 2,500 square feet per gallon. Because no buffing is required, saving time and labor, it is particularly useful for obstructed floor areas. Recover comes in one-gallon plastic jugs, 5- and 55-gallon steel drums and 15- and 30-gallon fiber drums. *Wyandotte Chemicals Corp.*

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H.R.9903: the rails' big stake

The present railroad system is realizing only one third of its actual potential, according to John W. Barriger, Pittsburgh & Lake Erie president.

Speaking at a joint luncheon of the Community Relations Committee of Cleveland Railroads and the Cleveland Chapter of ICC Practitioners, Mr. Barriger laid most of the blame at the door of punitive regulation which has retarded technological and engineering progress.

The P&LE's top officer pointed out that the Harris Bill (H.R. 9903), presently hamstrung in the House Rules Committee, could go a long way toward eliminating unequal regulation of different modes of transportation, and he ticked off objections to the bill raised in various quarters:

- The "false-alarm" argument, which asserts that no real crisis exists, and that railroads in some sections of the country are prosperous, is in Mr. Barriger's words, "self-serving and only illustrates that special privilege dies hard and the craving for it never dies."
- The "monopoly" argument—the cry that railroads are trying to drive other transportation agencies out of business to maintain their monopoly—was dismissed out of hand by Mr. Barriger. He observed that railroads "account for only 43% of the total intercity ton miles, as opposed to 74% not many years ago. The total revenue of intercity trucking, both regulated and unregulated, is at least twice as much as the revenue of the railroads."
- The "you-will-drive-us-out-of-business-and-then-raise-the-rates" argument, he said, overlooks the fact that competition, both actual and potential, will continue. "There is no reason to suppose that the railroads, acting in their own self-interest, would make unreasonably low rates in the first place."

According railroads a measure of competitive equality is the aim of legislation like the Harris Bill, but Mr. Barriger did not expect such corrective action would immediately transform the railroads: "However, with this first step taken and its wisdom proved," he observed, "the next step can be considered." ■

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No magic in 'bargaining'

The important goals are justice and industrial peace. Collective bargaining has no merit unless it secures these objectives.

Maybe the protracted controversy over train-service working rules, and the so-called secondary issues now under debate, will be acceptably settled by the procedure known euphemistically as "free collective bargaining." Maybe this process cannot produce this necessary result. If not, then some other method of achieving it will have to be found. What are the elements of an acceptable solution? Surely no less than these three—

1. The continuation of uninterrupted service by the nation's railroads;

2. Job assignments in train and engine service that correspond to actual present-day needs (not those of a half-century ago, when train operation was a vastly different and much slower process than it is now)—to the end that costs of railroad service may not be artificially inflated, diverting traffic (and jobs) to rival modes of transportation;

3. Gradual transition to the new working rules (which will reduce excessively long hours on duty, as well as lengthen moderately those that are unduly brief)—to minimize sudden displacement of regular employees or, where that is unavoidable, then seeing to it that new jobs or equitable interim compensation are provided.

Only when solutions to these basic issues are accepted can the parties expect to discuss the "secondary issues" (e.g., wage rates) realistically.

Efforts (with liberal concessions) that railroad managements have made to secure the first two of the objectives enumerated above have been unacceptable to the train service brotherhoods. Protective measures in behalf of employees involved (e.g., item No. 3 above) are those proposed by two independent Presidential commissions.

Train service employees, understandably, do not approve the changes these new-fangled innovations have made necessary. They insist that the railroads provide jobs for the same number of employees on today's fireless locomotives as they did on the hand-fired engines of the 1920's. Also, the unionists want a day's pay for the same miles run in 1964 as was allowed when trains averaged only half of today's speeds.

Intransigent insistence that railroads continue their play-acting in train operations, ignoring the invention of the diesel and electronic signaling—this is the content of what the operating brethren designate as "collective bargaining." Equally devoid of realism is the unions' failure to recognize the impact of competition on the railroads—and the consequent necessity that railroads must not use labor or any other costly resource wastefully.

"Free collective bargaining" is one of those noble terms—such as Democracy and Motherhood—that too often are accepted without question, as describing an essentially virtuous situation. But the virtue has to be proved in each specific case. That is to say—not all mothers are inevitably virtuous just because they are mothers. Not all acts of a crowd of people (called Democracy because governed by a majority) are necessarily wise and just. And collective bargaining is, also, a label that needs critical examination.

Collective bargaining is a means for attaining industrial peace and justice. It is good if it produces that result and no good if it does not. The findings of two Presidential commissions—with highly competent and disinterested men as their predominant members—certainly do not reveal that bargaining has produced anything worthwhile in the settlement of the working rules issue on the railroads.

Should peace be made compulsory?

And, while the collective bargaining label carries a connotation of virtue which it often does not deserve, so-called "compulsory arbitration" has been given an evil name—likewise undeserved. If one citizen believes he has a claim against another citizen, he is not permitted to take direct action to obtain the redress he believes is his due. Instead, he is compelled to submit his claim to the arbitration of the courts. Providing for such compulsory arbitration is one of the principal functions of government, and has been for centuries.

Of course, if litigants can resolve their differences out of court by collective bargaining—that is just fine. But if they cannot, then the courts are there to give them justice while avoiding civil strife. The time is over-ripe for extending the same process to industrial disputes, particularly in such industries as railroading, where uninterrupted service is of vital public importance.

In the foreword of a pamphlet published not long ago by the Center for the Study of Democratic Institutions, President Clark Kerr of the University of California observed:

"I . . . think we have entered a new stage in the relationships among labor, management and the government. When this stage has been completed, collective bargaining in America will no longer have participating in it two major protagonists—management and labor . . . Government will be a third force . . . consciously attempting to solve problems that are beyond the capabilities of management and labor alone."

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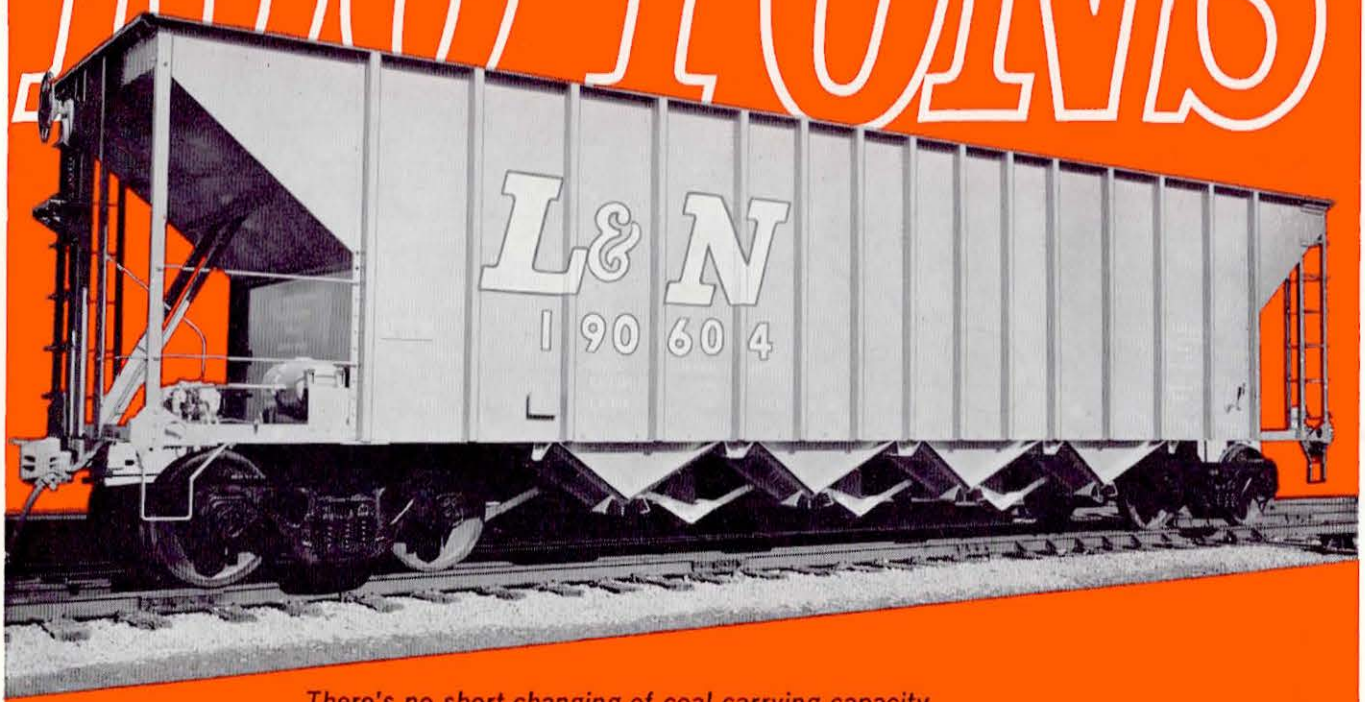

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